SUPER DUTY F-SERIES

What's New

- New 7.3L V8 gas engine.
- Upgraded (3rd generation) 6.7L diesel engine.
- TorqShift ten-speed transmission with selectable drive modes.
- Single exhaust outlet on Chassis Cab (was dual-tip).
- PTO provision standard on 6.7L diesel (Chassis Cab).
- PTO now has 10-bolt pattern.
- Engine/SEIC ramp-rates are now configurable via an FDRS tool.
- Holes added to bottom flange of frame-rails (Q1-2019) to accommodate aftermarket hitch installation.
- Trailer-tow connectors (in lieu of blunt-cuts) now included on all chassis cabs.
- Upfitter Relay Box moved to passenger side of engine compartment (was driver side).
- Automatic High Beams (standard).
- Pre-Collision-Assist with Automatic Emergency Braking (optional).
- Audible Lane Departure Warning (optional).
- Fog Lamps optional on XL and XLT, standard on Lariat (Chassis Cab).

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Introduction

Important Notices

The information described herein is believed to be correct at the time of publication, but accuracy cannot be guaranteed. Ford reserves the right to discontinue models or change specifications or designs at any time without notice and without incurring any obligation.
Representations regarding the compliance of any Ford manufactured incomplete vehicle to any rule, regulation or standard issued pursuant to the National Traffic and Motor Vehicle Safety Act or the Canadian Motor Vehicle Safety Act are set forth only in the Incomplete Vehicle Manual (IVM) which accompanies each incomplete vehicle.
Regulations such as those issued by the Federal Highway Administration (FHA) or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state, provincial, and local laws and regulations may require installation of additional equipment for the particular use intended for the vehicle. It is the responsibility of the subsequent stage manufacturer or completed vehicle alterer and the vehicle purchaser to ascertain how the vehicle will ultimately be used, if FHA, OSHA or state provincial or local regulations apply and how the vehicle as completed will comply with those requirements. Nothing contained herein is to be construed as a representation that such equipment required for the particular use intended has been installed on the completed or incomplete vehicle.

Reference Information

Ford Body Builder Advisory Service Publications

This document is an example of a program-specific Body Builders Layout Book (BBLB) published by the Ford Body Builder Advisory Service (BBAS) team. Each Ford Commercial Truck vehicle line has a similar document that aims to provide detailed information which may be of interest to a subsequent-stage manufacturer or alterer. The Ford Transit and Transit Connect also have a Body and Equipment Mounting Manual (BEMM), which is a comprehensive resource dedicated to body and equipment mounting information.
Yet another source of program-specific information are the “Vehicle Specification” documents available on the Ford BBAS website. Information typically found in these documents are: vehicle curb and accessory weights, vehicle dimensions, component descriptions, capacities, GAWRs, alternator output, powertrain output and gear ratios.
In addition to the program-specific documents, there are several Ford BBLB documents that contain general best practices or information on specific subjects that span multiple vehicle lines. These include:

- General BBLB - contains Definitions, Design Recommendations and Vehicle Storage Guidelines.
- Snow Plow BBLB
- Pickup Box Removal BBLB

These publications are updated every model year and can be accessed via the web at https://fordbbas.com under “Publications”. For BBLB and BEMM documents, expand the “Body Builder Layout Book” Section to view all available documents. For Vehicle Specifications, expand the “Vehicle Specifications” section. The website search function can be used to filter for specific content or vehicle line.

Ford Body Builder Advisory Service Bulletins

Occasionally, the Ford BBAS team will create an SVE “Bulletin” to address a specific issue or distribute important information in a timely manner. These documents can be accessed via the web at https://fordbbas.com under “Bulletins”. The website search function can be used to filter for specific content or vehicle line.

If applicable, information from each SVE bulletin will be incorporated into the appropriate BBLB document the following model year. In some cases, SVE bulletins will continue to be referenced in this document.

Ford Body Builder Advisory Service Contact
The Ford Truck Body Builder Advisory Service may be consulted if questions regarding the completion of Ford commercial vehicles are not adequately addressed in the documentation described above. For assistance call (877) 840-4338 or e-mail via the web at https://fordbbas.com under “Contact Us”. Please be as specific as possible with the request details to assure the most accurate and timely response.

Ford Service Publications
Ford Service Technical Resources (including wiring diagrams, repair manuals and diagnostic tool support) are available by subscription via the Motorcraft website: www.motorcraftservice.com

The following publications are examples of digital and printed manuals which are available from Helm Incorporated; call 1-800-782-4356 or contact Helm, Inc. at their website www.helminc.com:

- Ford Truck Shop Manuals
- Ford Towing Manuals
- Ford Wiring Diagrams

SUPER DUTY F-SERIES
MODEL LINEUP
F-250 SRW STYLESIDE PICKUP – TRAILER-TOW

	Engine	Drive	Cab	WB	GVWR	Payload(2)	GAWR(4)				Base Curb Weight			ARC Wt	GCWR
							Front		Rear					(3)	
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F250 Pickup	6.7L (Diesel)	4x2	**Reg**	**141.5**	**10,600**	3940	4400	5000	6340	6340	3944	2647	6591	1438	30,000
			Super	**147.9**	**10,700**	3770	4550	5250	6340	6340	4053	2806	6860	2028	30,000
				164.1	**10,800**	3740	4850	5250	6340	6340	4175	2814	6990	1898	30,000
			Crew	**159.7**	**10,800**	3750	4550	5250	6340	6340	4123	2854	6978	1910	30,000
				175.9	**10,800**	3520	5000	5250	6340	6340	4275	2931	7207	1681	30,000
		4x4	**Reg**	**141.5**	**10,800**	3720	4800	5990	6340	6340	4271	2738	7009	1020	30,000
			Super	**147.9**	**10,800**	3460	5200	5990	6340	6340	4383	2879	7262	1626	30,000
				164.1	**10,800**	3340	5200	5990	6340	6340	4513	2868	7381	1507	30,000
			Crew	**159.7**	**10,800**	3350	5200	5990	6340	6340	4460	2910	7370	1518	30,000
				175.9	**10,800**	3070	5600	5990	6340	6340	4666	2980	7646	1242	30,000

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-250 STYLESIDE PICKUP / PICKUP BOX DELETE (1)

	GVWR	Cab	WB	Drive	Engine	Payload(2)	GAWR (4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F250 PICKUP / BOX-DELETE	10k / 9900	Reg	141.5	4x2	6.2L	4260 / 4160	3800	4250	6340	6340	3279	2398	5677	2553	22,000
					7.3L	4150 / 4050	3800	4400	6340	6340	3348	2434	5782	2448	26,000
					6.7L (Diesel)	3450 / 3350	4400	5000	6340	6340	3944	2539	6483	1546	23,500
				4x4	6.2L	3820 / 3720	4400	5600	6340	6340	3629	2483	6112	2118	22,000
					7.3L	3710 / 3610	4400	5600	6340	6340	3698	2520	6218	2012	26,000
					6.7L (Diesel)	3030 / 2930	4800	5990	6340	6340	4271	2630	6901	1128	23,500
		Super	147.9	4x2	6.2L	3980 / 3880	3800	4550	6340	6340	3380	2572	5952	2278	22,000
					7.3L	3880 / 3780	3950	4550	6340	6340	3449	2608	6057	2173	26,000
					6.7L (Diesel)	3180 / 3080	4550	5250	6340	6340	4053	2698	6752	2136	23,500
				4x4	6.2L	3550 / 3450	4400	5600	6340	6340	3730	2646	6376	1854	22,000
					7.3L	3450 / 3350	4400	5600	6340	6340	3799	2683	6482	1748	26,000
					6.7L (Diesel)	2770 / 2670	5200	5990	6340	6340	4383	2771	7154	1734	23,500
			164.1	4x2	6.2L	3870 / 3770	4100	4700	6340	6340	3480	2582	6062	2168	22,000
					7.3L	3770 / 3670	4250	4700	6340	6340	3549	2618	6167	2063	26,000
					6.7L (Diesel)	3040 / 2940	4850	5250	6340	6340	4175	2706	6882	2006	23,500
				4x4	6.2L	3460 / 3360	4800	5600	6340	6340	3839	2627	6466	1764	22,000
					7.3L	3360 / 3260	4800	5600	6340	6340	3908	2664	6572	1658	26,000
					6.7L (Diesel)	2650 / 2550	5200	5990	6340	6340	4513	2760	7273	1615	23,500

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-250 STYLESIDE PICKUP / PICKUP BOX DELETE (1) (Cont'd)

	GVWR	Cab	WB	Drive	Engine	Payload (2)	GAWR (4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F250 PICKUP / BOX-DELETE	10k / 9900	Crew	159.7	4x2	6.2L	3880 / 3780	3950	4550	6340	6340	3444	2606	6050	2180	22,000
					7.3L	3780 / 3680	3950	4700	6340	6340	3513	2642	6155	2075	26,000
					6.7L (Diesel)	3060 / 2960	4700	5250	6340	6340	4123	2746	6870	2018	23,500
				4x4	6.2L	3470 / 3370	4400	5600	6340	6340	3810	2652	6462	1768	22,000
					7.3L	3360 / 3260	4400	5600	6340	6340	3879	2689	6568	1662	26,000
					6.7L (Diesel)	2660 / 2560	5200	5900	6340	6340	4460	2802	7262	1626	23,500
			175.9	4x2	6.2L	3650 / 3550	4250	4700	6340	6340	3547	2732	6279	1951	22,000
					7.3L	3550 / 3450	4250	4850	6340	6340	3616	2768	6384	1846	26,000
					6.7L (Diesel)	2830 / 2730	4850	5250	6340	6340	4275	2823	7099	1789	23,500
				4x4	6.2L	3210 / 3110	4800	5990	6340	6340	3991	2727	6718	1512	22,000
					7.3L	3100 / 3000	4800	5990	6340	6340	4060	2764	6824	1406	26,000
					6.7L (Diesel)	2380 / 2280	5600	5990	6340	6340	4666	2872	7538	1350	23,500

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-250 STYLESIDE PICKUP / PICKUP BOX DELETE (1) (Cont'd)

(1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the "Base Curb Weight" to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the "Front" weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the "Total" weight (adjust the "Rear" weight by subtracting "Front" from "Total"). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.

(2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

(3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.

(4) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4000 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy-Service Front Suspension Package and Heavy-Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 17” TIRES (10K AND UNDER)

	GVWR	Cab	WB	Drive	Engine	Payload (2)	GAWR (4)							ARC Wt	GCWR
							Front		Rear					(3)	
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP / BOX-DELETE	10k / 9900	Reg	141.5	4x2	6.2L	4060 / 3960	3800	4400	6340	7230	3358	2520	5877	2353	23,000
					7.3L	4020 / 3920	3800	4400	6340	7230	3356	2555	5911	2319	27,500
					6.7L (Diesel)	3330 / 3230	4400	4850	6340	7230	3904	2692	6596	1433	30,000
				4x4	6.2L	3630 / 3530	4400	5600	6340	7230	3711	2594	6305	1925	23,000
					7.3L	3590 / 3490	4400	5600	6340	7230	3709	2630	6339	1891	27,500
					6.7L (Diesel)	2910 / 2810	4800	5990	6340	7230	4308	2712	7020	1009	30,000
		Super	147.9	4x2	6.2L	3810 / 3710	3950	4700	6340	7230	3463	2662	6125	2105	23,000
					7.3L	3770 / 3670	3950	4700	6340	7230	3461	2698	6159	2071	27,500
					6.7L (Diesel)	3100 / 3000	4550	5250	6340	7230	4024	2798	6823	2065	30,000
				4x4	6.2L	3370 / 3270	4400	5600	6340	7230	3830	2727	6557	1673	23,000
					7.3L	3340 / 3240	4400	5600	6340	7230	3828	2763	6591	1639	27,500
					6.7L (Diesel)	2680 / 2580	4800	5990	6340	7230	4361	2884	7245	1643	30,000
			164.1	4x2	6.2L	3690 / 3590	4250	4700	6340	7230	3564	2674	6238	1992	23,000
					7.3L	3660 / 3560	4250	4700	6340	7230	3563	2709	6272	1958	27,500
					6.7L (Diesel)	2980 / 2880	4850	5250	6340	7230	4145	2804	6950	1938	30,000
				4x4	6.2L	3260 / 3160	4800	5990	6340	7230	3948	2718	6666	1564	23,000
					7.3L	3230 / 3130	4800	5990	6340	7230	3946	2754	6700	1530	27,500
					6.7L (Diesel)	2550 / 2450	5200	5990	6340	7230	4509	2863	7372	1516	30,000

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 17" TIRES (Cont'd)
(10K AND UNDER)

	GVWR	Cab	WB	Drive	Engine	Payload (2)	GAWR (4)				Base Curb Weight			ARC Wt	GCWR
							Front		Rear					(3)	
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP / BOX-DELETE	10k / 9900	Crew	159.7	4x2	6.2L	3650 / 3550	4100	4700	6340	7230	3534	2752	6286	1944	23,000
					7.3L	3610 / 3510	4100	4700	6340	7230	3533	2787	6320	1910	27,500
					6.7L (Diesel)	2920 / 2820	4550	5250	6340	7230	4110	2893	7004	1884	30,000
				4x4	6.2L	3220 / 3120	4400	5990	6340	7230	3925	2782	6707	1523	23,000
					7.3L	3190 / 3090	4400	5990	6340	7230	3923	2818	6741	1489	27,500
					6.7L (Diesel)	2500 / 2400	5200	5990	6340	7230	4478	2946	7424	1464	30,000
			175.9	4x2	6.2L	3420 / 3320	4400	4850	6340	7230	3716	2797	6513	1717	23,000
					7.3L	3380 / 3280	4400	4850	6340	7230	3715	2832	6547	1683	27,500
					6.7L (Diesel)	2680 / 2580	4850	5250	6340	7230	4266	2975	7242	1646	30,000
				4x4	6.2L	2990 / 2890	4800	5990	6340	7230	4088	2852	6940	1290	23,000
					7.3L	2950 / 2850	4800	5990	6340	7230	4086	2888	6974	1256	27,500
					6.7L (Diesel)	2240 / 2140	5600	5990	6340	7230	4665	3010	7675	1213	30,000

Weight Unit: Pounds

(1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the "Base Curb Weight" to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the "Front" weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the "Total" weight (adjust the "Rear" weight by subtracting "Front" from "Total"). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.

(2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

(3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.

(4) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4000 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy-Service Front Suspension Package and Heavy-Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 17” TIRES (OVER 10K)

	Cab	WB	Drive	GVWR	Engine	Payload(2)	GAWR(4)				Base Curb Weight			ARC Wt	GCWR
							Front		Rear					(3)	
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP / BOX-DELETE	Reg	141.5	4x2	10,100	6.2L	4160	3800	4400	6340	7230	3358	2520	5877	2353	23,000
				10,100	7.3L	4120	3800	4400	6340	7230	3356	2555	5911	2319	27,500
				10,600	6.7L (Diesel)	3930	4400	4850	6340	7230	3904	2692	6596	1433	30,000
			4x4	10,400	6.2L	4030	4400	5600	6340	7230	3711	2594	6305	1925	23,000
				10,400	7.3L	3990	4400	5600	6340	7230	3709	2630	6339	1891	27,500
				11,000	6.7L (Diesel)	3910	4800	5990	6340	7230	4308	2712	7020	1009	30,000
	Super	147.9	4x2	10,100	6.2L	3910	3950	4700	6340	7230	3463	2662	6125	2105	23,000
				10,100	7.3L	3870	3950	4700	6340	7230	3461	2698	6159	2071	27,500
				10,700	6.7L (Diesel)	3800	4550	5250	6340	7230	4024	2798	6823	2065	30,000
			4x4	10,500	6.2L	3870	4400	5600	6340	7230	3830	2727	6557	1673	23,000
				10,500	7.3L	3840	4400	5600	6340	7230	3828	2763	6591	1639	27,500
				11,000	6.7L (Diesel)	3680	4800	5990	6340	7230	4361	2884	7245	1643	30,000
		164.1	4x2	10,400	6.2L	4090	4250	4700	6340	7230	3564	2674	6238	1992	23,000
				10,400	7.3L	4060	4250	4700	6340	7230	3563	2709	6272	1958	27,500
				11,000	6.7L (Diesel)	3980	4850	5250	6340	7230	4145	2804	6950	1938	30,000
			4x4	10,800	6.2L	4060	4800	5990	6340	7230	3948	2718	6666	1564	23,000
				10,800	7.3L	4030	4800	5990	6340	7230	3946	2754	6700	1530	27,500
				11,300	6.7L (Diesel)	3850	5200	5990	6340	7230	4509	2863	7372	1516	30,000

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 17" TIRES
(OVER 10K)

	Cab	WB	Drive	GVWR	Engine	Payload(2)	GAWR (4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP / BOX-DELETE	Crew	159.7	4x2	10,200	6.2L	3850	4100	4700	6340	7230	3534	2752	6286	1944	23,000
				10,200	7.3L	3810	4100	4700	6340	7230	3533	2787	6320	1910	27,500
				10,800	6.7L (Diesel)	3720	4550	5250	6340	7230	4110	2893	7004	1884	30,000
			4x4	10,600	6.2L	3820	4400	5990	6340	7230	3925	2782	6707	1523	23,000
				10,600	7.3L	3790	4400	5990	6340	7230	3923	2818	6741	1489	27,500
				11,200	6.7L (Diesel)	3700	5200	5990	6340	7230	4478	2946	7424	1464	30,000
		175.9	4x2	10,600	6.2L	4020	4400	4850	6340	7230	3716	2797	6513	1717	23,000
				10,600	7.3L	3980	4400	4850	6340	7230	3715	2832	6547	1683	27,500
				11,100	6.7L (Diesel)	3780	5000	5250	6340	7230	4266	2975	7242	1646	30,000
			4x4	10,900	6.2L	3890	4800	5990	6340	7230	4088	2852	6940	1290	23,000
				10,900	7.3L	3850	4800	5990	6340	7230	4086	2888	6974	1256	27,500
				11,500	6.7L (Diesel)	3740	5600	5990	6340	7230	4665	3010	7675	1213	30,000

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX-DELETE(1) W/17” TIRES (OVER 10k)

1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the “Base Curb Weight” to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the “Front” weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the “Total” weight (adjust the “Rear” weight by subtracting “Front” from “Total”). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.
2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.
4) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAW R (front or rear).

NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy Service Front Suspension Package and Heavy Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 18" ALL-SEASON TIRES

	Cab	WB	Drive	GVWR	Engine	Payload (2)	GAWR (4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP / BOX-DELETE	Reg	141.5	4x2	10,500	6.2L	4500	3950	4400	6780	7230	3367	2569	5935	2295	23,000
				10,500	7.3L	4470	3950	4400	6780	7230	3365	2604	5969	2261	27,500
				11,100	6.7L (Diesel)	4380	4550	5000	6780	7230	3982	2671	6653	1376	30,000
			4x4	10,900	6.2L	4470	4400	5600	6780	7230	3788	2574	6362	1868	23,000
				10,900	7.3L	4440	4400	5600	6780	7230	3786	2610	6396	1834	27,500
				11,500	6.7L (Diesel)	4350	5200	5990	6780	7230	4368	2709	7077	952	30,000
	Super	147.9	4x2	10,600	6.2L	4350	3950	4700	6780	7230	3486	2700	6186	2044	23,000
				10,600	7.3L	4310	3950	4700	6780	7230	3485	2735	6220	2010	27,500
				11,200	6.7L (Diesel)	4250	4550	5250	6780	7230	4055	2824	6880	2008	30,000
			4x4	11,000	6.2L	4320	4400	5600	6780	7230	3860	2754	6614	1616	23,000
				11,000	7.3L	4280	4400	5600	6780	7230	3858	2790	6648	1582	27,500
				11,500	6.7L (Diesel)	4120	5200	5990	6780	7230	4421	2882	7303	1585	30,000
		164.1	4x2	10,900	6.2L	4540	4250	4850	6780	7230	3609	2686	6295	1935	23,000
				10,900	7.3L	4500	4250	4850	6780	7230	3608	2721	6329	1901	27,500
				11,500	6.7L (Diesel)	4420	4850	5250	6780	7230	4149	2858	7008	1880	30,000
			4x4	11,300	6.2L	4500	4800	5990	6780	7230	3969	2754	6723	1507	23,000
				11,300	7.3L	4470	4800	5990	6780	7230	3967	2790	6757	1473	27,500
				11,500	6.7L (Diesel)	3990	5200	5990	6780	7230	4544	2885	7429	1459	30,000

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 18" ALL-SEASON TIRES

	Cab	WB	Drive	GVWR	Engine	Payload (2)	GAWR (4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP / BOX-DELETE	Crew	159.7	4x2	10,700	6.2L	4290	4100	4700	6780	7230	3555	2788	6343	1887	23,000
				10,700	7.3L	4250	4100	4700	6780	7230	3554	2823	6377	1853	27,500
				11,300	6.7L (Diesel)	4160	4700	5250	6780	7230	4136	2924	7061	1827	30,000
			4x4	11,100	6.2L	4260	4400	5990	6780	7230	3943	2821	6764	1466	23,000
				11,100	7.3L	4230	4400	5990	6780	7230	3941	2857	6798	1432	27,500
				11,500	6.7L (Diesel)	3940	5200	5990	6780	7230	4514	2967	7481	1407	30,000
		175.9	4x2	11,100	6.2L	4460	4400	5000	6780	7230	3751	2819	6570	1660	23,000
				11,100	7.3L	4420	4400	4850	6780	7230	3750	2854	6604	1626	27,500
				11,500	6.7L (Diesel)	4120	5000	5250	6780	7230	4315	2983	7299	1589	30,000
			4x4	11,300	6.2L	4230	4800	5990	6780	6780	4122	2876	6998	1232	23,000
				11,300	7.3L	4190	4800	5990	6780	6780	4120	2912	7032	1198	27,500
				12,000	6.7L (Diesel)	4190	5600	5990	6780	7230	4664	3068	7732	1156	30,000

Weight Unit: Pounds

1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the "Base Curb Weight" to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the "Front" weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the "Total" weight (adjust the "Rear" weight by subtracting "Front" from "Total"). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.
2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.
4) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy Service Front Suspension Package and Heavy Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 18” (20” DIESEL) ALL-TERRAIN TIRES

	Drive	Cab	WB	Engine	GVWR	Payload[2] Max	GAWR [4] Front Min	GAWR [4] Front Max	GAWR [4] Rear Min	GAWR [4] Rear Max	Base Curb Weight Front	Base Curb Weight Rear	Base Curb Weight Total	ARC Wt (3) Max	GCWR Max
F350 PICKUP	**4x4**	**Reg**	**141.5**	**6.2L**	**11,400**	4960	4400	5600	7230	7230	3756	2611	6367	1863	23,000
				7.3L	**11,400**	4930	4400	5600	7230	7230	3754	2647	6401	1829	27,500
				6.7L (Diesel)	**11,500**	4340	5200	5990	7230	7230	4353	2729	7082	947	30,000
		Super	**147.9**	**6.2L**	**11,300**	4610	4400	5600	7230	7230	3863	2756	6619	1611	23,000
				7.3L	**11,300**	4580	4400	5600	7230	7230	3861	2792	6653	1577	27,500
				6.7L (Diesel)	**11,500**	4110	5200	5990	7230	7230	4391	2916	7307	1581	30,000
			164.1	**6.2L**	**11,500**	4700	4800	5990	7230	7230	3975	2753	6728	1502	23,000
				7.3L	**11,500**	4670	4800	5990	7230	7230	3973	2789	6762	1468	27,500
					11,800	4900	4800	5990	7230	7230	3983	2839	6822	1408	27,500
				6.7L (Diesel)	**11,500**	3990	5200	5990	7230	7230	4511	2923	7434	1454	30,000
		Crew	**159.7**	**6.2L**	**11,300**	4460	4400	5990	7230	7230	3943	2826	6769	1461	23,000
				7.3L	**11,300**	4420	4400	5990	7230	7230	3941	2862	6803	1427	27,500
				6.7L (Diesel)	**11,500**	3930	5200	5990	7230	7230	4479	3007	7486	1402	30,000
			175.9	**6.2L**	**11,500**	4420	4800	5990	7230	7230	4092	2911	7003	1227	23,000
				7.3L	**11,500**	4390	4800	5990	7230	7230	4090	2947	7037	1193	27,500
					11,900	4730	4800	5990	7230	7230	4100	2997	7097	1133	27,500
				6.7L (Diesel)	**12,400**	4580	5600	5990	7230	7230	4655	3082	7737	1151	30,000

Weight Unit: Pounds

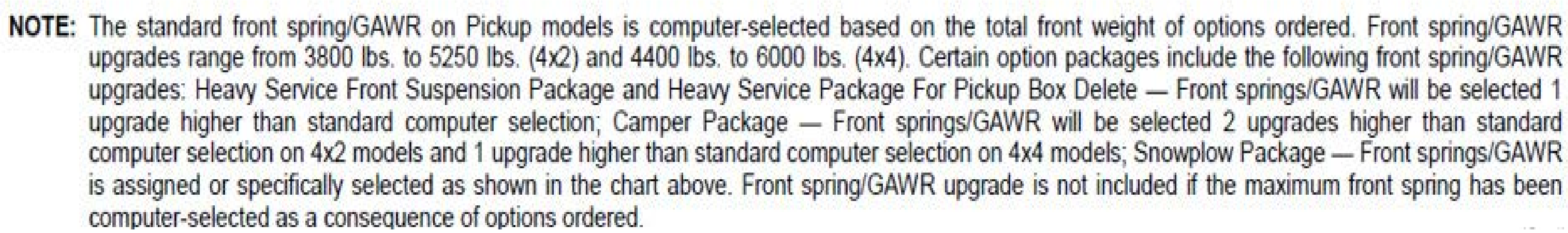
SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP / PICKUP BOX DELETE (1) W/ 18” (20” DIESEL) ALL-TERRAIN TIRES

1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the “Base Curb Weight” to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the “Front” weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the “Total” weight (adjust the “Rear” weight by subtracting “Front” from “Total”). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.

2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.

4) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).



NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy Service Front Suspension Package and Heavy Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW STYLESIDE PICKUP – OPTIONAL GVWR DOWNGRADE PACKAGE

	GVWR	Drive	Cab	WB	Engine	Payload (2)	GAWR(4)				Base Curb Weight			ARC Wt	GCWR
							Front		Rear					(3)	
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP	11,400	4x2	Super	164	6.7L (Diesel)	4380	4850	5250	7230	7230	4145	2804	6950	1938	30,000
			Crew	176	6.7L (Diesel)	4080	5000	5250	7230	7230	4266	2975	7242	1646	30,000
		4x4	Reg	142	6.7L (Diesel)	4310	4800	5990	7230	7230	4308	2712	7020	1009	30,000
			Super	148	6.7L (Diesel)	4080	5200	5990	7230	7230	4361	2884	7245	1643	30,000
				164	6.2L	4660	4800	5990	7230	7230	3948	2718	6666	1564	23,000
					7.3L	4630	4800	5990	7230	7230	3946	2754	6700	1530	27,500
					6.7L (Diesel)	3950	5600	5990	7230	7230	4509	2863	7372	1516	30,000
			Crew	160	6.7L (Diesel)	3900	5200	5990	7230	7230	4478	2946	7424	1464	30,000
				176	6.2L	4390	5200	5990	7230	7230	4088	2852	6940	1290	23,000
					7.3L	4350	5200	5990	7230	7230	4086	2888	6974	1256	27,500
					6.7L (Diesel)	3640	5600	5990	7230	7230	4665	3010	7675	1213	30,000

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 DRW STYLESIDE PICKUP – OPTIONAL GVWR DOWNGRADE PACKAGE

	GVWR	Cab	WB	Drive	Engine	Payload[(2)]	GAWR (4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP DRW	13k	Reg	141.5	4x2	6.2L	6660	3950	4250	10300	10300	3390	2882	6272	856	23,500
					7.3L	6660	3950	4250	10300	10300	3394	2882	6276	856	28,000
					6.7L (Diesel)	5930	4550	4850	9900	9900	3983	3011	6994	836	43,400
				4x4	6.2L	6210	4400	5600	9900	9900	3734	2983	6717	913	23,500
					7.3L	6210	4400	5600	9900	9900	3732	2981	6713	913	28,000
					6.7L (Diesel)	5490	5200	5990	9900	9900	4331	3096	7427	903	43,400
		Super	164.1	4x2	6.2L	6190	4400	4850	9900	9900	3629	3112	6741	891	23,500
					7.3L	6190	4400	4850	9900	9900	3628	3109	6737	891	28,000
					6.7L (Diesel)	5470	5000	5250	9900	9900	4269	3177	7447	875	43,400
				4x4	6.2L	5760	4800	5990	9900	9900	3964	3197	7160	1085	23,500
					7.3L	5770	4800	5990	9900	9900	3962	3194	7156	1085	28,000
					6.7L (Diesel)	5050	5600	5990	9900	9900	4574	3294	7868	1014	43,400
		Crew	175.9	4x2	6.2L	5960	4550	5000	9900	9900	3776	3191	6967	912	23,500
					7.3L	5960	4550	5000	9900	9900	3775	3188	6963	912	28,000
					6.7L (Diesel)	5240	5250	5250	9900	9900	4345	3332	7678	894	43,400
				4x4	6.2L	5530	4800	5990	9900	9900	4118	3275	7392	1119	23,500
					7.3L	5530	4800	5990	9900	9900	4116	3272	7388	1119	28,000
					6.7L (Diesel)	4780	5600	5990	9900	9900	4727	3405	8133	1120	43,400

Weight Unit: Pounds

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 DRW STYLESIDE PICKUP

	GVWR	Cab	WB	Drive	Engine	Payload(2)	GAWR(4)				Base Curb Weight			ARC Wt (3)	GCWR
							Front		Rear						
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F350 PICKUP DRW	**14k**	**Reg**	**141.5**	**4x2**	**6.2L**	7660	4100	4250	10300	10300	3390	2882	6272	856	23,500
					7.3L	7660	4100	4250	10300	10300	3394	2882	6276	856	28,000
					6.7L (Diesel)	6930	4550	4850	9900	9900	3983	3011	6994	836	43,400
				4x4	**6.2L**	7210	4400	5600	9900	9900	3734	2983	6717	913	23,500
					7.3L	7210	4400	5600	9900	9900	3732	2981	6713	913	28,000
					6.7L (Diesel)	6490	5200	5990	9900	9900	4331	3096	7427	903	43,400
		Super	**164.1**	**4x2**	**6.2L**	7190	4400	4850	9900	9900	3629	3112	6741	891	23,500
					7.3L	7190	4400	4850	9900	9900	3628	3109	6737	891	28,000
					6.7L (Diesel)	6470	5000	5250	9900	9900	4269	3177	7447	875	43,400
				4x4	**6.2L**	6760	4800	5990	9900	9900	3964	3197	7160	1085	23,500
					7.3L	6770	4800	5990	9900	9900	3962	3194	7156	1085	28,000
					6.7L (Diesel)	6050	5600	5990	9900	9900	4574	3294	7868	1014	43,400
		Crew	**175.9**	**4x2**	**6.2L**	6960	4550	5000	9900	9900	3776	3191	6967	912	23,500
					7.3L	6960	4550	5000	9900	9900	3775	3188	6963	912	28,000
					6.7L (Diesel)	6240	5250	5250	9900	9900	4345	3332	7678	894	43,400
				4x4	**6.2L**	6530	5200	5990	9900	9900	4118	3275	7392	1119	23,500
					7.3L	6530	5200	5990	9900	9900	4116	3272	7388	1119	28,000
					6.7L (Diesel)	5780	5600	5990	9900	9900	4727	3405	8133	1120	43,400

Weight Unit: Pounds

1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the “Base Curb Weight” to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the “Front” weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the “Total” weight (adjust the “Rear” weight by subtracting “Front” from “Total”). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.

2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.

4) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

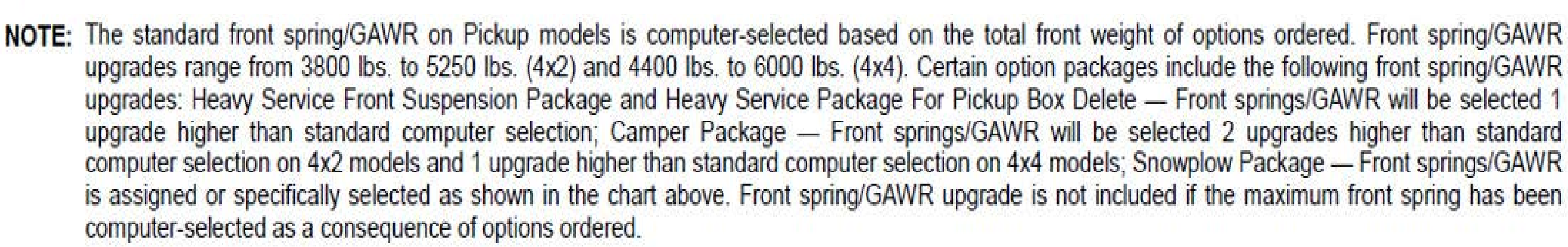
NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy Service Front Suspension Package and Heavy Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

SUPER DUTY F-SERIES
MODEL LINEUP
F-450 DRW STYLESIDE PICKUP

	GVWR	Cab	WB	Engine	Drive	Payload (2)	GAWR (4)				Base Curb Weight			ARC Wt	GCWR
							Front		Rear					(3)	
						Max	Min	Max	Min	Max	Front	Rear	Total	Max	Max
F450 PICKUP DRW	14k	Reg	141.5	6.7L (Diesel)	4x2	6210	5200	5600	9900	9900	4378	3334	7712	843	45,300
					4x4	5900	5200	6000	9900	9900	4648	3364	8012	909	45,300
		Crew	176	6.7L (Diesel)	4x2	5630	5600	6000	9900	9900	4660	3622	8282	1146	43,500
					4x4	5320	5600	6000	9900	9900	4908	3678	8587	1149	43,500

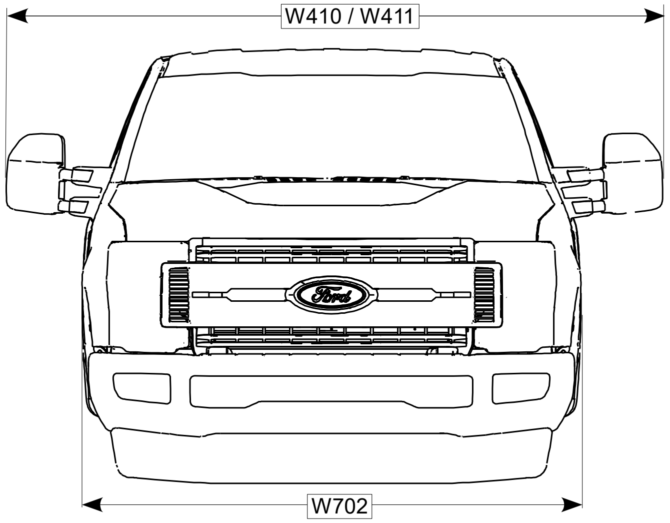
Weight Unit: Pounds

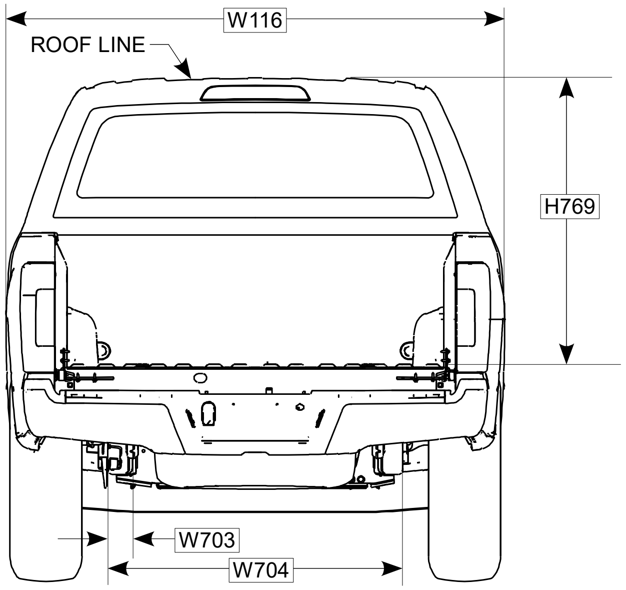
1) Pickup box delete available with Regular Cab 141.6" WB, SuperCab 164.2" WB and Crew Cab 176.0" WB models with 6.2L or 6.7L engines only. Base Curb Weights shown above are for completed pickup truck models with standard equipment and the engine/transmission combination indicated. To adjust the "Base Curb Weight" to reflect Pickup Box Delete, add 20 lbs. for SRW models and 22 lbs. for DRW models to the "Front" weight and subtract 366 lbs. for SRW models and 417 lbs. for DRW models from the "Total" weight (adjust the "Rear" weight by subtracting "Front" from "Total"). This provides the weight effect of deleting the pickup box, rear step bumper and standard spare tire, wheel and carrier. Please also refer to footnote 3.
2) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
3) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. To adjust the OPT/ARC weights to reflect Pickup Box Delete, add 366 lbs. for SRW models and 417 lbs. for DRW models. Please also refer to footnote 1.
4) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).



NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5250 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4). Certain option packages include the following front spring/GAWR upgrades: Heavy Service Front Suspension Package and Heavy Service Package For Pickup Box Delete — Front springs/GAWR will be selected 1 upgrade higher than standard computer selection; Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models; Snowplow Package — Front springs/GAWR is assigned or specifically selected as shown in the chart above. Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP – REGULAR CAB


W410 / W411
W702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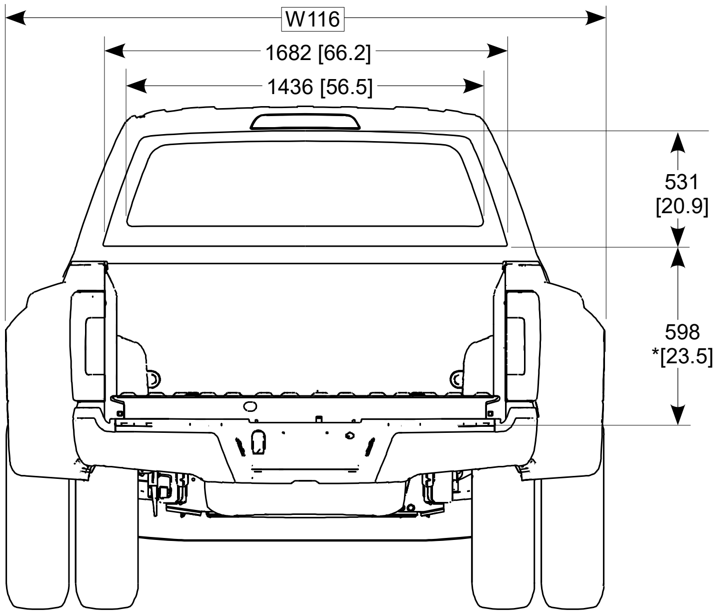
ROOF LINE
H769
W703
W704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1436 [56.5]
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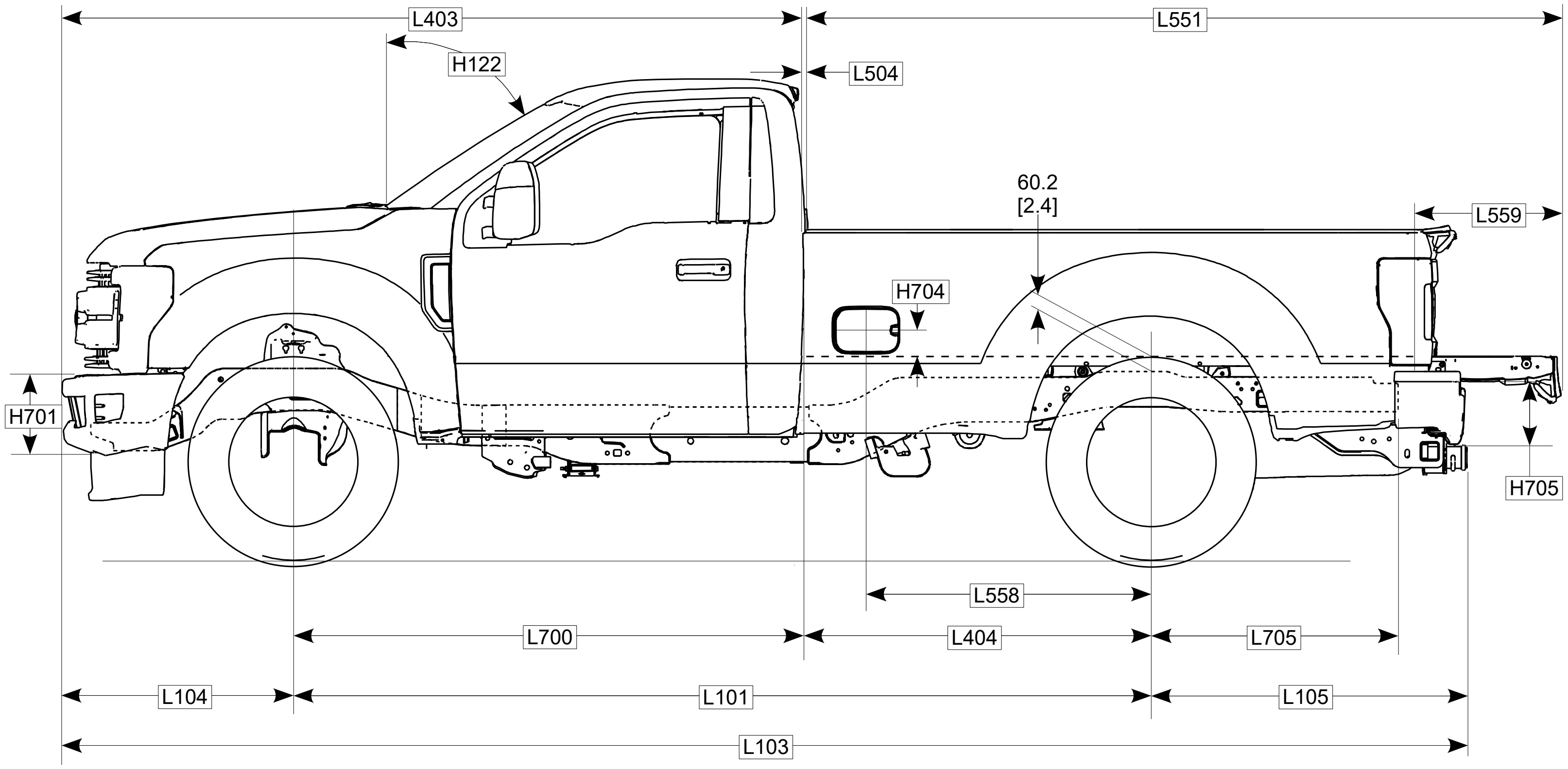
598
*[23.5]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L551
H122
L504
60.2
[2.4]
L559
H704
H701
H705
L558
L700
L404
L705
L104
L101
L105
L103

NOTES — [ ] DIMENSIONS ARE INCHES.

* MEASURED FROM TOP OF FRAME TO BOTTOM OF REAR WINDOW.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP – REGULAR CAB (Cont'd)

CHASSIS

CODE	DESCRIPTION	4x2 / 4x4
L101	WHEELBASE	3596 [141.6]
L103	VEHICLE LENGTH	5888 [231.8]
L104	FRONT OVERHANG	971 [38.2]
L105	REAR OVERHANG	1321 [52.0]
L403	FRONT OF BUMPER TO BACK OF CAB	3142 [123.7]
L404	CAB TO C_L OF REAR AXLE	1425 [56.1]
L700	C_L OF FRONT AXLE TO BACK OF CAB	2171 [85.5]
L705	C_L OF REAR AXLE TO REAR END OF FRAME	1055 [41.5]
W703	FRAME RAIL WIDTH (Nominal at C_L of rear axle)	61 [2.4]
W704	REAR FRAME WIDTH (Nominal at C_L of rear axle)	958 [37.7]

PICKUP BODY

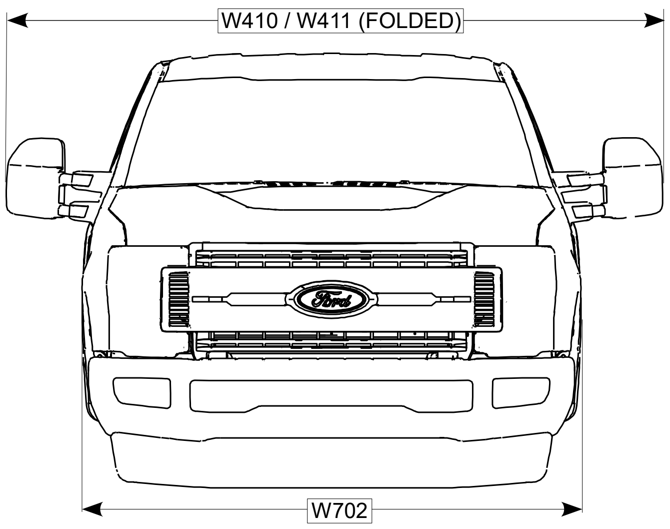
CODE	DESCRIPTION	4x2 / 4x4
	NOMINAL CARGO BODY SIZE – 8 FT	
H704	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO C_L OF FUEL FILLER DOOR	113 [4.4]
H705	REAR BUMPER HEIGHT	306 [12.0]
H769	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO TOP OF CAB @ C_L OF REAR AXLE	1168 [46.0]
L504	CAB TO PICKUP BOX	16 [0.6]
L551	BOX OVERALL LENGTH TO OPEN TAILGATE	3218 [126.7]
L558	C_L OF REAR AXLE TO C_L OF FUEL FILLER DOOR	1193 [47.0]
L559	LENGTH OF OPEN TAILGATE (From end of box floor)	644 [25.4]

CAB

CODE	DESCRIPTION	4x2 / 4x4
H122	WINDSHIELD ANGLE (DEGREES)	55.8
H701	FRONT BUMPER HEIGHT - W/O VALENCE	370 [14.6]
H701	FRONT BUMPER HEIGHT - W/ VALENCE	426 / 495 [16.8] / [19.5]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - SRW	2031 [80.0]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - DRW	2438 [96.0]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: MANUAL MIRRORS)	2689 [105.9]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – EXTENDED)	2817 [110.9]
W411	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – FOLDED)	2167 [85.3]
W702	FRONT BUMPER WIDTH	1982 [78.0]

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP – SUPERCAB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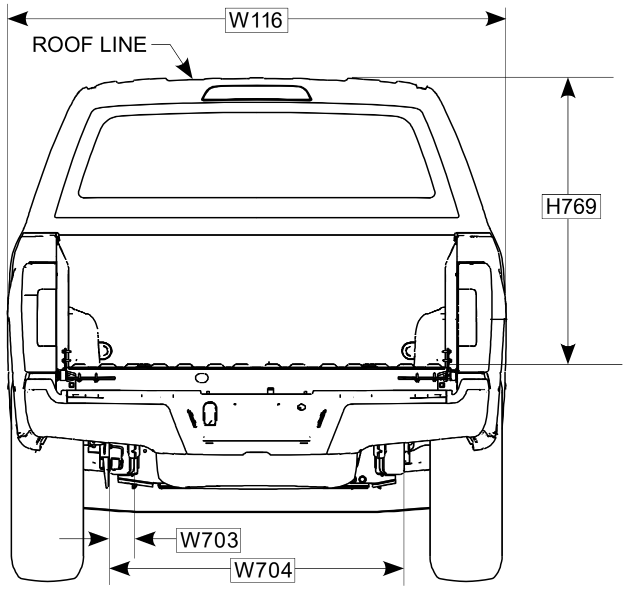
W702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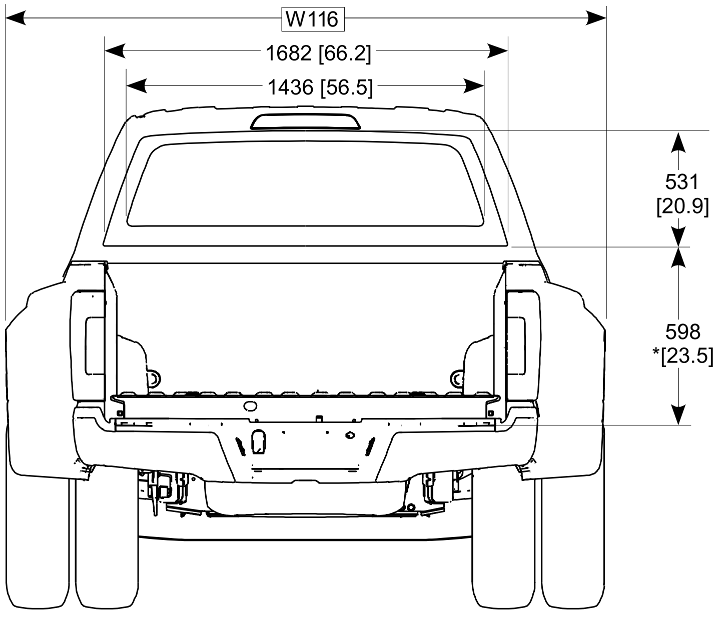
ROOF LINE
H769
W703
W704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1436 [56.5]
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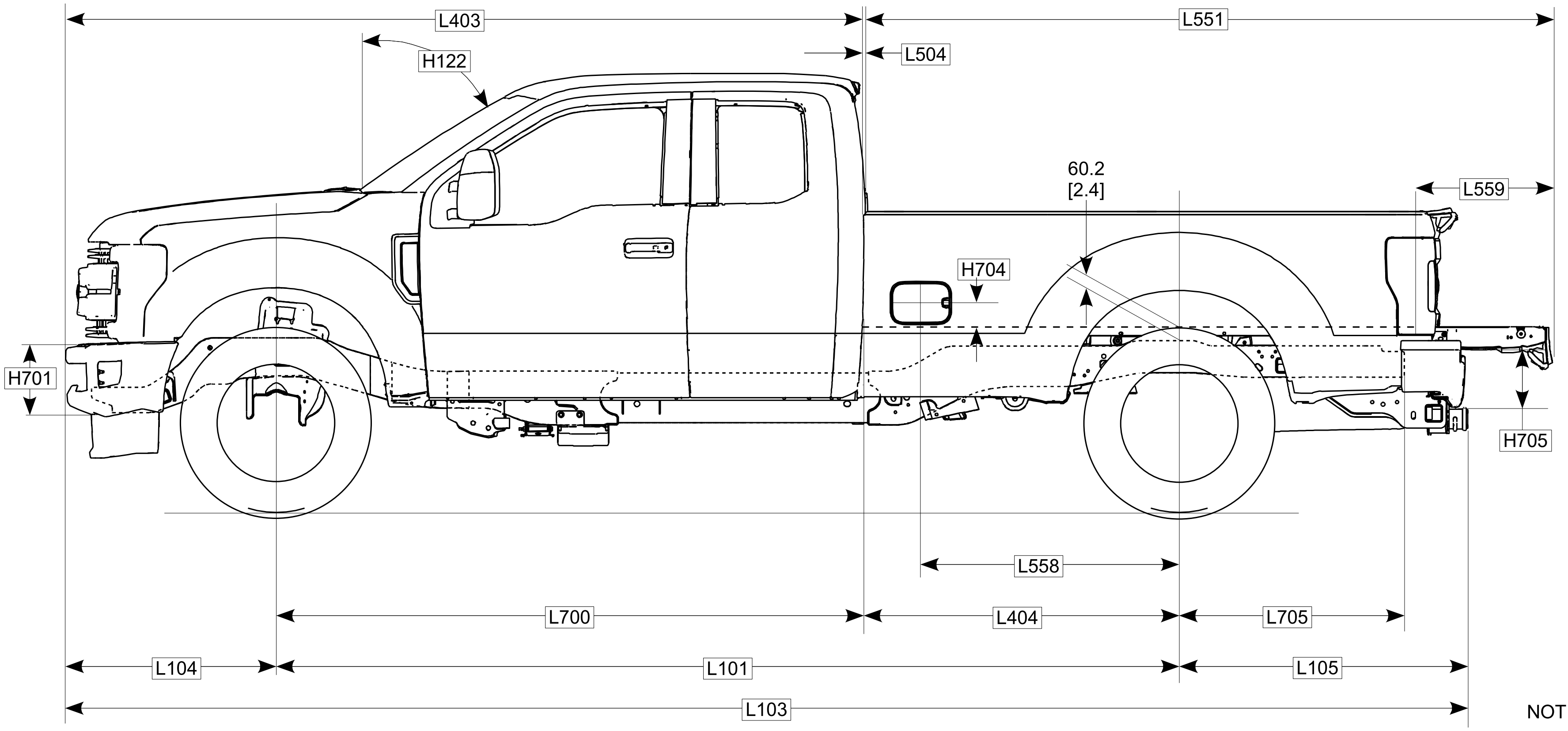
598
*[23.5]


L403
L551
H122
L504
60.2
[2.4]
L559
H704
H701
H705
L558
L700
L404
L705
L104
L101
L105
L103

NOTES — [ ] DIMENSIONS ARE INCHES.

* MEASURED FROM TOP OF FRAME TO BOTTOM OF REAR WINDOW.

(Cont'd next page)

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP – SUPERCAB (Cont'd)

CHASSIS

CODE	DESCRIPTION	SWB	LWB
L101	WHEELBASE	3759 [148.0]	4170 [164.2]
L103	VEHICLE LENGTH	6051 [238.2]	6462 [254.4]
L104	FRONT OVERHANG	971 [38.2]	971 [38.2]
L105	REAR OVERHANG	1321 [52.0]	1321 [52.0]
L403	FRONT OF BUMPER TO BACK OF CAB	3716 [146.3]	3716 [146.3]
L404	CAB TO C_L OF REAR AXLE	1014 [39.9]	1425 [56.1]
L700	C_L OF FRONT AXLE TO BACK OF CAB	2745 [108.1]	2745 [108.1]
L705	C_L OF REAR AXLE TO REAR END OF FRAME	1055 [41.5]	1055 [41.5]
W703	FRAME RAIL WIDTH (Nominal at C_L of rear axle)	61 [2.4]	61 [2.4]
W704	REAR FRAME WIDTH (Nominal at C_L of rear axle)	958 [37.7]	958 [37.7]

PICKUP BODY

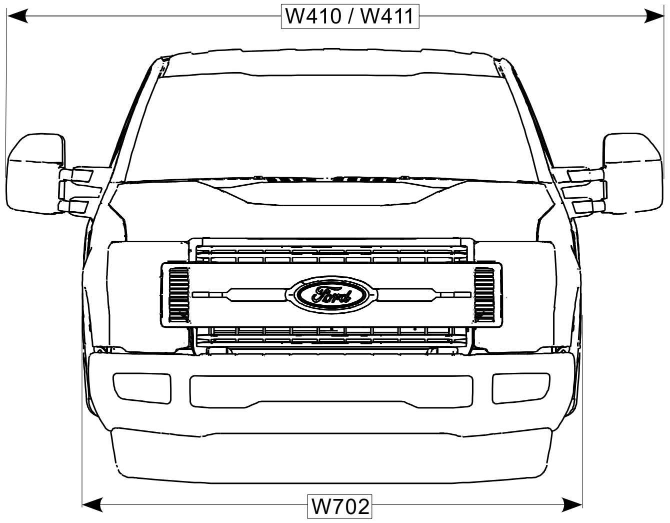
CODE	DESCRIPTION	SWB	LWB
	NOMINAL CARGO BODY SIZE	**6.75 FT**	**8 FT**
H704	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO C_L OF FUEL FILLER DOOR	97 [3.8]	113 [4.4]
H705	REAR BUMPER HEIGHT	306 [12.0]	306 [12.0]
H769	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO TOP OF CAB @ C_L OF REAR AXLE	1173 [46.2]	1173 [46.2]
L504	CAB TO PICKUP BOX	16 [0.6]	16 [0.6]
L551	BOX OVERALL LENGTH TO OPEN TAILGATE	2807 [110.5]	3218 [126.7]
L558	C_L OF REAR AXLE TO C_L OF FUEL FILLER DOOR	782 [30.8]	1193 [47.0]
L559	LENGTH OF OPEN TAILGATE (From end of box floor)	644 [25.4]	644 [25.4]

CAB

CODE	DESCRIPTION	4x2 / 4x4
H122	WINDSHIELD ANGLE (DEGREES)	55.8
H701	FRONT BUMPER HEIGHT - W/O VALENCE	370 [14.6]
H701	FRONT BUMPER HEIGHT - W/ VALENCE	426 / 495 [16.8] / [19.5]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - SRW	2031 [79.9]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - DRW	2438 [96.0]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: MANUAL MIRRORS)	2689 [105.9]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – EXTENDED)	2817 [110.9]
W411	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – FOLDED)	2167 [85.3]
W702	FRONT BUMPER WIDTH	1982 [78.0]

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP – CREW CAB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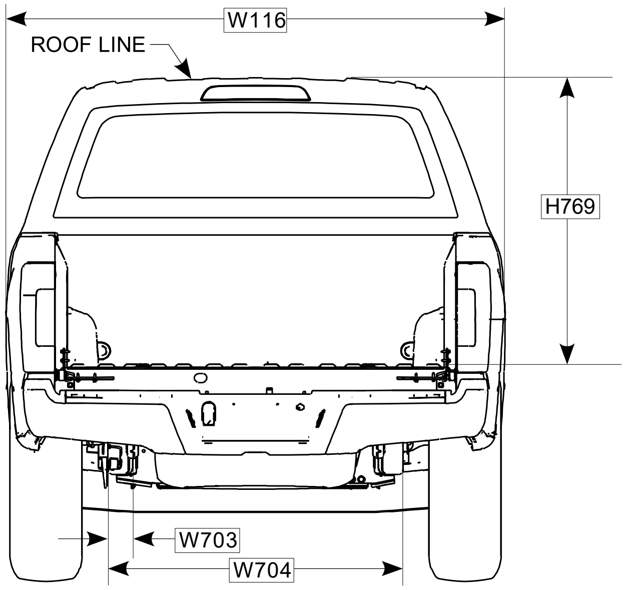
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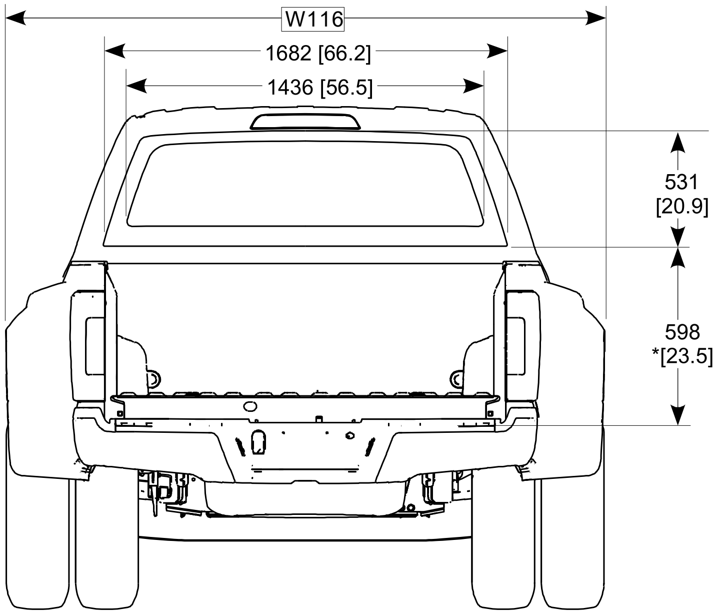
ROOF LINE
H769
W703
W704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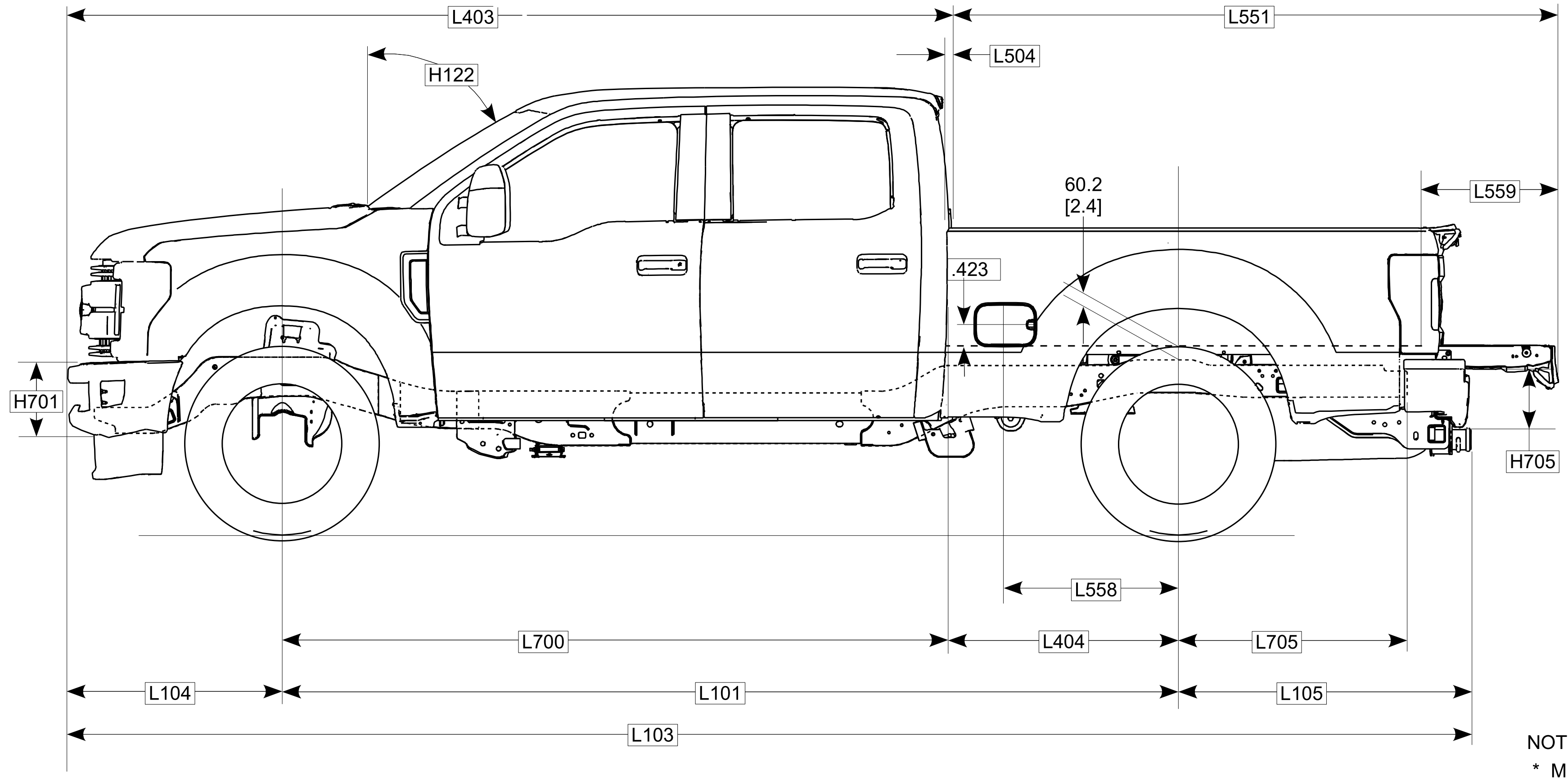
531
[20.9]
598
*[23.5]


L403
L551
L504
H122
L559
60.2
[2.4]
.423
H701
H705
L558
L700
L404
L705
L104
L101
L105
L103

NOTES — [ ] DIMENSIONS ARE INCHES.
* MEASURED FROM TOP OF FRAME TO BOTTOM OF REAR WINDOW.

(Cont'd next page)

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP – CREW CAB (Cont'd)

CHASSIS

CODE	DESCRIPTION	SWB	LWB
L101	WHEELBASE	4059 [159.8]	4470 [176.0]
L103	VEHICLE LENGTH	6351 [250.0]	6762 [266.6]
L104	FRONT OVERHANG	971 [38.2]	971 [38.2]
L105	REAR OVERHANG	1321 [52.0]	1321 [52.0]
L403	FRONT OF BUMPER TO BACK OF CAB	4016 [158.1]	4016 [158.1]
L404	CAB TO C_L OF REAR AXLE	1014 [39.9]	1425 [56.1]
L700	C_L OF FRONT AXLE TO BACK OF CAB	3045 [119.9]	3045 [119.9]
L705	C_L OF REAR AXLE TO REAR END OF FRAME	1055 [41.5]	1055 [41.5]
W703	FRAME RAIL WIDTH (Nominal at C_L of rear axle)	61 [2.4]	61 [2.4]
W704	REAR FRAME WIDTH (Nominal at C_L of rear axle)	958 [37.7]	958 [37.7]

PICKUP BODY

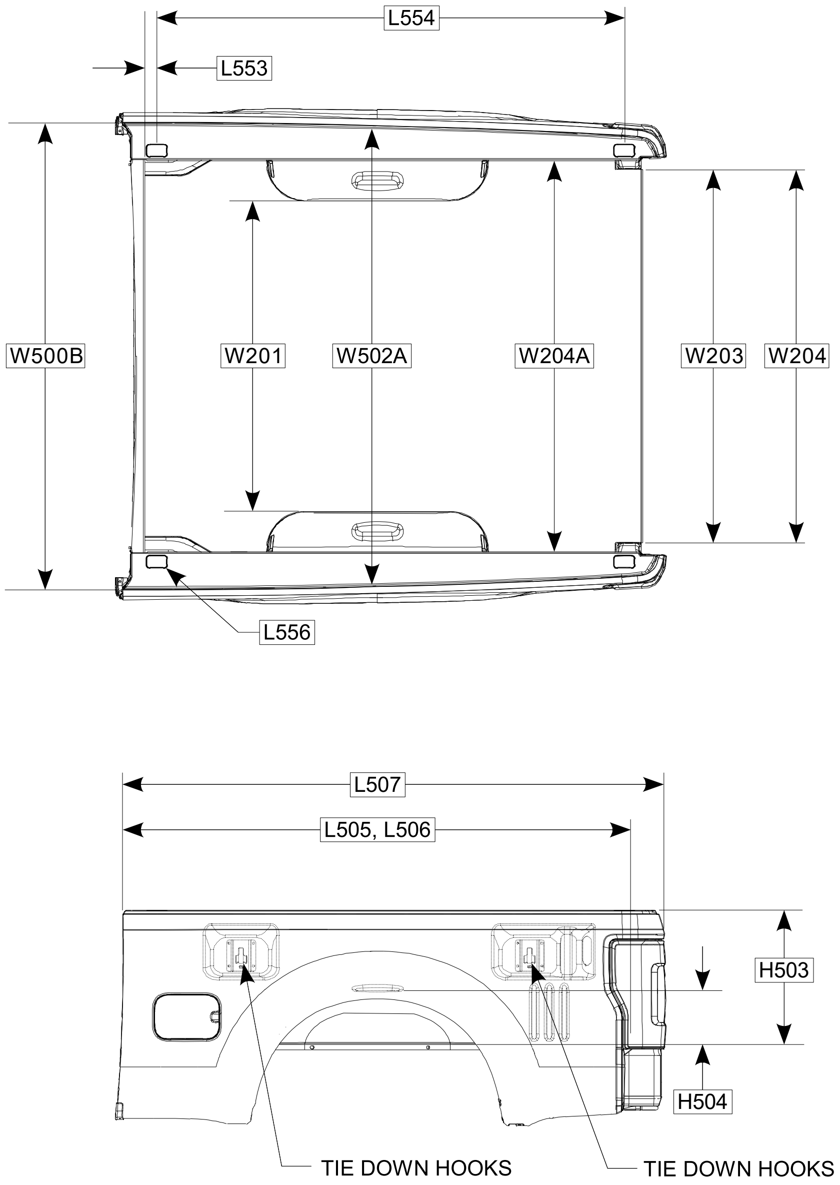
CODE	DESCRIPTION	SWB	LWB
	NOMINAL CARGO BODY SIZE	**6.75 FT**	**8 FT**
H704	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO C_L OF FUEL FILLER DOOR	97 [3.8]	113 [4.4]
H705	REAR BUMPER HEIGHT	306 [12.0]	306 [12.0]
H769	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO TOP OF CAB @ C_L OF REAR AXLE	1173 [46.2]	1173 [46.2]
L504	CAB TO PICKUP BOX	16 [0.6]	16 [0.6]
L551	BOX OVERALL LENGTH TO OPEN TAILGATE	2807 [110.5]	3218 [126.7]
L558	C_L OF REAR AXLE TO C_L OF FUEL FILLER DOOR	782 [30.8]	1193 [47.0]
L559	LENGTH OF OPEN TAILGATE (From end of box floor)	644 [25.4]	644 [25.4]

CAB

CODE	DESCRIPTION	4x2 / 4x4
H122	WINDSHIELD ANGLE (DEGREES)	55.8
H701	FRONT BUMPER HEIGHT - W/O VALENCE	370 [14.6]
H701	FRONT BUMPER HEIGHT - W/ VALENCE	426 / 495 [16.8] / [19.5]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - SRW	2031 [80.0]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - DRW	2438 [96.0]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: MANUAL MIRRORS)	2689 [105.9]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – EXTENDED)	2817 [110.9]
W411	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – FOLDED)	2167 [85.3]
W702	FRONT BUMPER WIDTH	1982 [78.0]

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP BOX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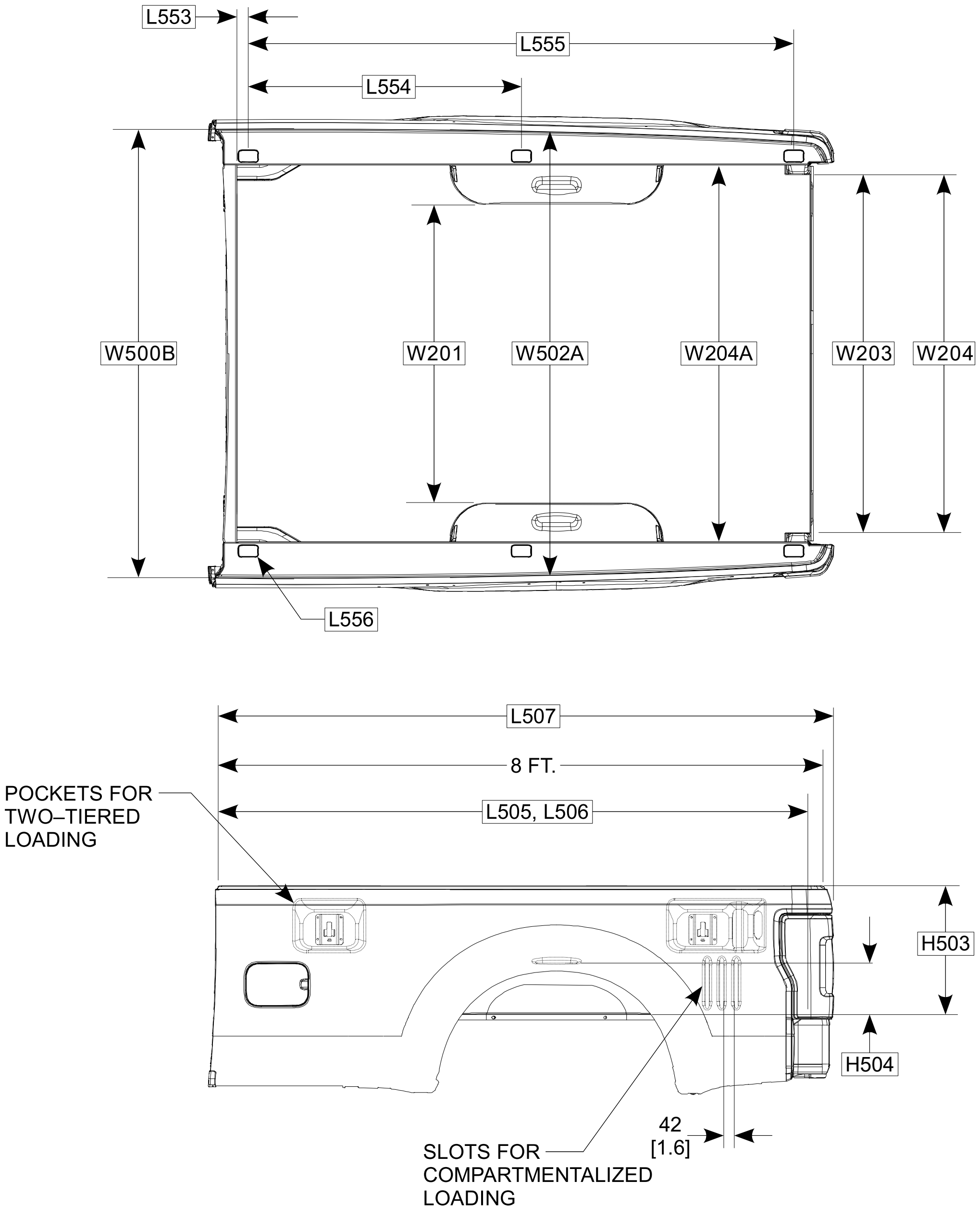
W500B
W201
W502A
W204A
W203
W204
L556
L507
L505, L506
H503
H504
TIE DOWN HOOKS
TIE DOWN HOOKS

6.75 FT. BOX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W502A
W204A
W203
W204
L556
L507
8 FT.
L505, L506
POCKETS FOR TWO–TIERED LOADING
H503
H504
42
[1.6]
SLOTS FOR COMPARTMENTALIZED LOADING

8 FT. BOX

NOTE — [ ] DIMENSIONS ARE INCHES.
(Cont'd next page)

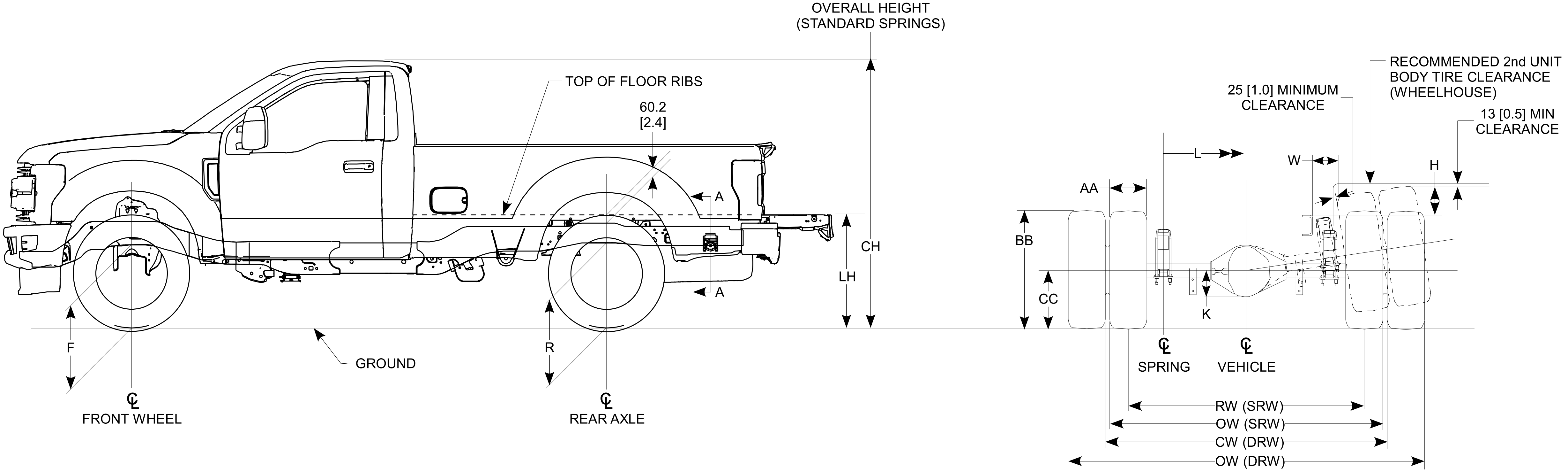
SUPER DUTY F-SERIES
DIMENSIONAL DATA
STYLESIDE PICKUP BOX (Cont'd)

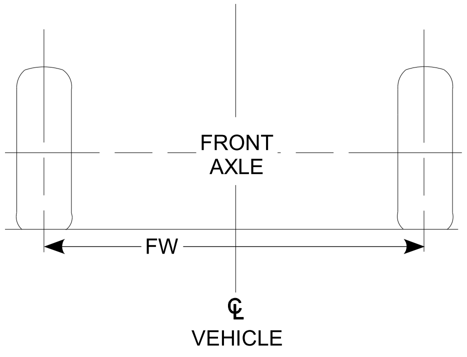
PICKUP BOX

CODE	DESCRIPTION	6.75' STYLESIDE	8' STYLESIDE
H503	CARGO BODY HEIGHT WITH MOLDING (Measured from top of floor beads)	535 [21.1]	535 [21.1]
H504	WHEELHOUSE HEIGHT	233 [9.2]	233 [9.2]
L505	CARGO BODY LENGTH @ FLOOR	2081 [81.9]	2492 [98.1]
L506	CARGO BODY LENGTH @ TOP (BELT)	2037 [80.2]	2448 [96.4]
L507	CARGO BODY OVERALL LENGTH	2251 [88.6]	2662 [104.8]
L553	INSIDE FRONT OF BOX TO C_L OF STAKE #1 (Measured at Top of Box)	48 [1.9]	48 [1.9]
L554	C_L OF STAKE #1 TO C_L OF STAKE #2	1919 [75.6]	1168 [46.0]
L555	C_L OF STAKE #1 TO C_L OF STAKE #3	NA NA	2330 (91.7)
L556	STAKE POCKET SIZE (L X W)	59 X 44 [2.3 x 1.7]	59 X 44 [2.3 x 1.7]
W201	CARGO WIDTH @ WHEELHOUSE	1282 [50.5]	1282 [50.5]
W203	REAR OPENING WIDTH @ FLOOR	1536 [60.5]	1536 [60.5]
W204	REAR OPENING WIDTH @ TOP	1536 [60.5]	1536 [60.5]
W204A	REAR OPENING WIDTH @ TOP (BELT) (Measured between box top moldings)	1609 [63.3]	1609 [63.3]
W500B	CARGO BODY MAXIMUM INSIDE WIDTH @ FLOOR	1698 [66.9]	1698 [66.9]
W502A	CARGO BODY MAXIMUM INSIDE WIDTH @ C_L OF REAR AXLE	1698 [66.9]	1698 [66.9]
V5	CARGO VOLUME – LITERS [CU. FT.]	1851 [65.4]	2224 [78.5]

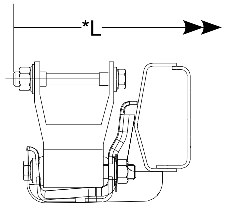
NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
STYLESIDE PICKUP – REGULAR CAB


OVERALL HEIGHT
(STANDARD SPRINGS)
TOP OF FLOOR RIBS
60.2
[2.4]
A
A
CH
LH
F
R
GROUND
℄
FRONT WHEEL
℄
REAR AXLE
RECOMMENDED 2nd UNIT
BODY TIRE CLEARANCE
(WHEELHOUSE)
25 [1.0] MINIMUM
CLEARANCE
13 [0.5] MIN
CLEARANCE
L
W
H
AA
BB
CC
K
℄
SPRING
℄
VEHICLE
RW (SRW)
OW (SRW)
CW (DRW)
OW (DRW)


FRONT
AXLE
FW
℄
VEHICLE

FRONT TREAD WIDTH



SECTION A
ENLARGED

NOTES — [ ] DIMENSIONS ARE INCHES.
— F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
— LH IS FROM GROUND TO TOP OF FLOOR RIBS.
— *H IS TOP OF FRAME AT ℄ OF REAR AXLE TO TOP OF TIRE IN JOUNCE.
— *L IS FROM OUTSIDE EDGE OF SHACKLE EYEBOLT.
— *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE.

(Cont'd next page)

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
STYLESIDE PICKUP – REGULAR CAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F250 Regular Cab 4x2	**10,000** SRW	141.6	LT245/75R17E	mm	375	807	541	518	662	536	928	754	2005	1928	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.3	20.4	26.1	21.1	36.5	29.7	78.9	75.9	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
F250 Regular Cab 4x4	**10,000** SRW	141.6	LT245/75R17E	mm	375	807	621	591	707	584	956	790	2066	1987	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.4	23.3	27.8	23.0	37.6	31.1	81.3	78.2	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
F350 Regular Cab 4x2	**10,000** SRW	141.6	LT245/75R17E	mm	375	807	537	517	656	536	921	754	2000	1927	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.1	20.4	25.8	21.1	36.2	29.7	78.7	75.9	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	14,000 DRW	141.6		mm	375	807	546	517	677	543	947	764	2015	1931	183	1144	1314	254	779	1755	---	2434	1898	218	188
				inches	14.8	31.8	21.5	20.3	26.6	21.4	37.3	30.1	79.3	76.0	7.2	45.0	51.7	10.0	30.7	69.1	---	95.8	74.7	8.6	7.4
F350 Regular Cab 4x4	**10,000** SRW	141.6	LT245/75R17E	mm	375	807	618	591	701	584	949	790	2062	1987	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.3	23.3	27.6	23.0	37.4	31.1	81.2	78.2	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	14,000 DRW	141.6		mm	375	807	617	591	707	592	959	801	2065	1991	183	1144	1314	254	779	1756	---	2434	1898	152	194
				inches	14.8	31.8	24.3	23.3	27.9	23.3	37.8	31.5	81.3	78.4	7.2	45.0	51.7	10.0	30.7	69.1	---	95.8	74.7	6.0	7.6
F-450 Regular Cab 4X2	**14,000** DRW	141.6	225/70R19.5G	mm	384	817	638	611	723	621	972	835	2083	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
				inches	15.0	32.0	25.1	24.1	28.5	24.4	38.3	32.9	82.0	79.4	7.2	45.0	51.7	9.3	31.0	74.8	-	94.6	74.7	5.9	8.1
F-450 Regular Cab 4X4	**14,000** DRW	141.6	225/70R19.5G	mm	384	817	639	6610	722	621	970	835	2083	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
				inches	15.0	32.0	25.2	260.2	28.4	24.4	38.2	32.9	82.0	79.4	7.2	45.0	51.7	9.3	31.0	74.8	-	94.6	74.7	5.9	8.1

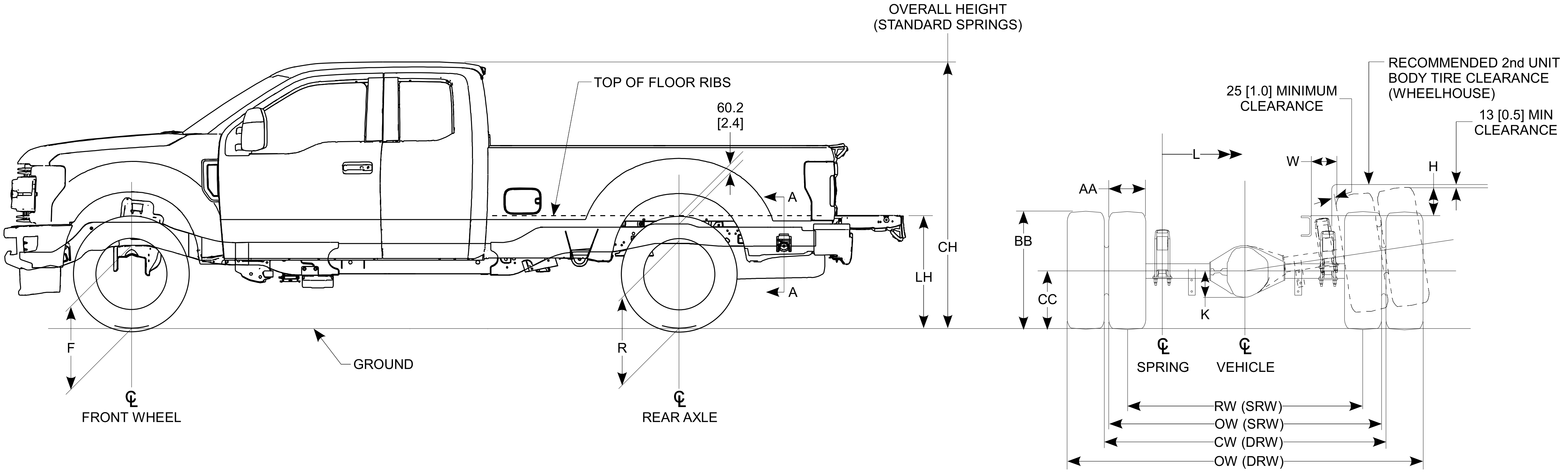
(1) -The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].
(2) - Height at Base Curb Weight with standard springs.
(3) - Loaded Height at spring rating with standard springs.
(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).
FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
(5) - AA is maximum grown width at maximum tire pressure and load.
(6) - CW is DRW Rear Track width measured at rim mating flange surface.

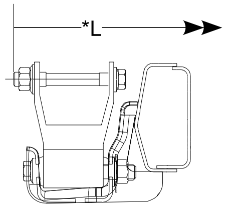
(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

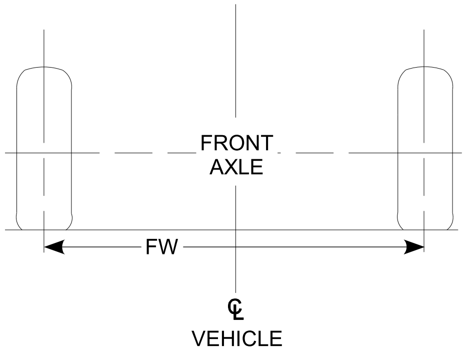
*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
STYLESIDE PICKUP – SUPERCAB


OVERALL HEIGHT
(STANDARD SPRINGS)
TOP OF FLOOR RIBS
60.2
[2.4]
A
A
CH
LH
F
GROUND
R
℄
FRONT WHEEL
℄
REAR AXLE
RECOMMENDED 2nd UNIT
BODY TIRE CLEARANCE
(WHEELHOUSE)
25 [1.0] MINIMUM
CLEARANCE
13 [0.5] MIN
CLEARANCE
L
W
H
AA
BB
CC
K
℄
SPRING
℄
VEHICLE
RW (SRW)
OW (SRW)
CW (DRW)
OW (DRW)



SECTION A
ENLARGED


FRONT
AXLE
FW
℄
VEHICLE

FRONT TREAD WIDTH

NOTES — [ ] DIMENSIONS ARE INCHES.
— F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
— LH IS FROM GROUND TO TOP OF FLOOR RIBS.
— *H IS TOP OF FRAME AT ℄ OF REAR AXLE TO TOP OF TIRE IN JOUNCE.
— *L IS FROM OUTSIDE EDGE OF SHACKLE EYEBOLT.
— *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE.

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SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
STYLESIDE PICKUP – SUPERCAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F250 Super Cab 4x2	**10,000** SRW	148.0	LT245/75R17E	mm	375	807	542	517	655	536	915	754	2014	1927	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.3	20.4	25.8	21.1	36.0	29.7	79.3	75.9	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	10,000 SRW	164.2		mm	375	807	542.1	516.0	651.4	533.2	905.3	750.0	2004.9	1924.0	180 (C)	1144.0	1314.0	265.0	779.0	1734.7	1706.0	1994.0	---	221.0	210.0
				inches	14.8	31.8	21.3	20.3	25.6	21.0	35.6	29.5	78.9	75.7	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
F250 Super Cab 4x4	**10,000** SRW	148.0	LT245/75R17E	mm	375	807	617	591	700	584	946	790	2069	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.3	23.3	27.5	23.0	37.2	31.1	81.4	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	10,000 SRW	164.2		mm	375	807	624.0	589.6	700.5	584.2	941.1	791.8	2067.4	1984.1	180 (C)	1144.0	1314.0	265.0	779.0	1736.0	1706.0	1994.0	---	143.0	218.0
				inches	14.8	31.8	24.6	23.2	27.6	23.0	37.1	31.2	81.4	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
F350 Super Cab 4x2	**10,000** SRW	148.0	LT245/75R17E	mm	375	807	538	517	650	536	909	754	2009	1927	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.2	20.4	25.6	21.1	35.8	29.7	79.1	75.9	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	10,000 SRW	164.2		mm	375	807	542.7	516.0	646.4	533.2	898.0	750.0	2002.2	1924.0	180 (C)	1144.0	1314.0	265.0	779.0	1734.7	1706.0	1994.0	---	221.0	210.0
				inches	14.8	31.8	21.4	20.3	25.4	21.0	35.4	29.5	78.8	75.7	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	14,000 DRW	164.2		mm	375	807	545	515	651	540	904	760	2006	1928	183	1144	1314	254	779	1755	---	2434	1898	218	188
				inches	14.8	31.8	21.5	20.3	25.6	21.3	35.6	29.9	79.0	75.9	7.2	45.0	51.7	10.0	30.7	69.1	---	95.8	74.7	8.6	7.4
F350 Super Cab 4x4	**10,000** SRW	148.0	LT245/75R17E	mm	375	807	613	591	695	584	941	790	2064	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.1	23.3	27.4	23.0	37.1	31.1	81.3	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	10,000 SRW	164.2		mm	375	807	620.2	589.6	695.5	584.2	935.7	791.8	2062.9	1984.1	180 (C)	1144.0	1314.0	265.0	779.0	1736.0	1706.0	1994.0	---	143.0	218.0
				inches	14.8	31.8	24.4	23.2	27.4	23.0	36.8	31.2	81.2	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	14,000 DRW	164.2		mm	375	807	620	590	701	592	944	802	2066	1989	183	1144	1314	254	779	1756	---	2434	1898	152	194
				inches	14.8	31.8	24.4	23.2	27.6	23.3	37.2	31.6	81.3	78.3	7.2	45.0	51.7	10.0	30.7	69.1	---	95.8	74.7	6.0	7.6

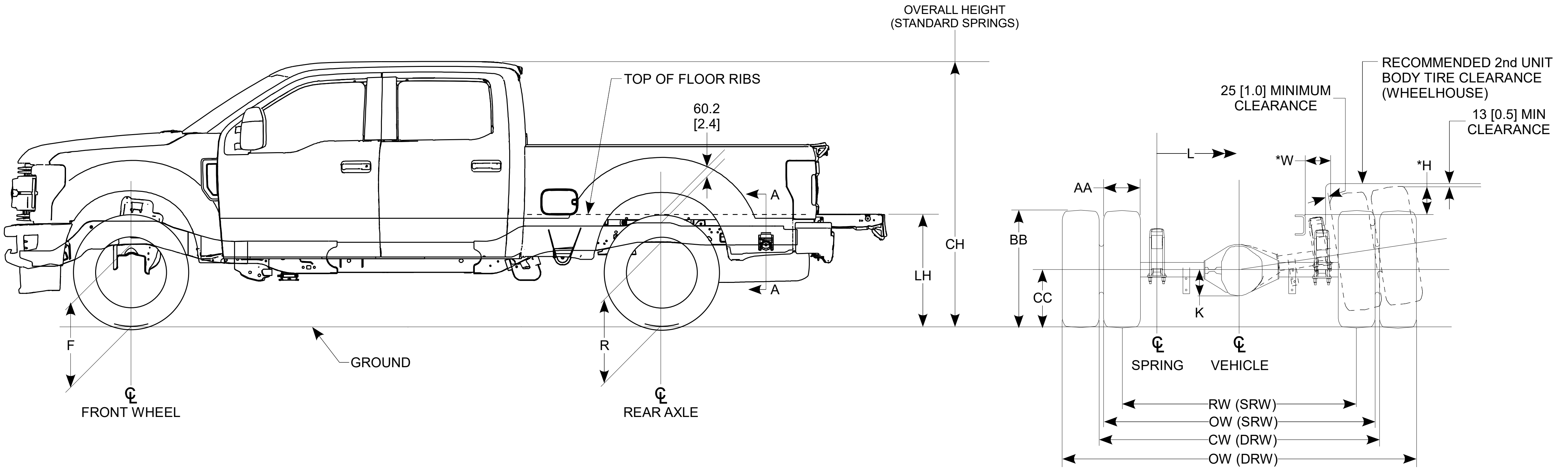
(1) -The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].
(2) - Height at Base Curb Weight with standard springs.
(3) - Loaded Height at spring rating with standard springs.
(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).
FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
(5) - AA is maximum grown width at maximum tire pressure and load.
(6) - CW is DRW Rear Track width measured at rim mating flange surface.

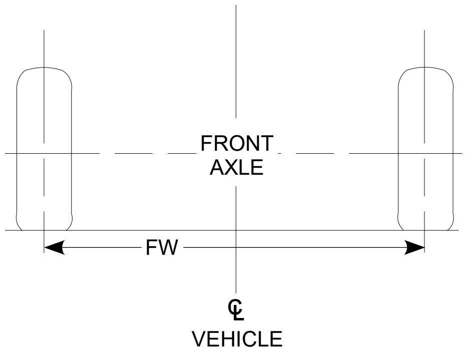
(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

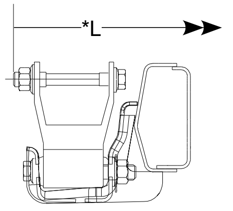
*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
STYLESIDE PICKUP – CREW CAB


OVERALL HEIGHT
(STANDARD SPRINGS)
TOP OF FLOOR RIBS
60.2
[2.4]
A
A
CH
LH
F
GROUND
R
℄
FRONT WHEEL
℄
REAR AXLE
RECOMMENDED 2nd UNIT
BODY TIRE CLEARANCE
(WHEELHOUSE)
25 [1.0] MINIMUM
CLEARANCE
13 [0.5] MIN
CLEARANCE
L
*W
*H
AA
BB
CC
K
℄
SPRING
℄
VEHICLE
RW (SRW)
OW (SRW)
CW (DRW)
OW (DRW)


FRONT
AXLE
FW
℄
VEHICLE

FRONT TREAD WIDTH



SECTION A
ENLARGED

NOTES — [ ] DIMENSIONS ARE INCHES.
— **F** AND **R** VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
— **LH** IS FROM GROUND TO TOP OF FLOOR RIBS.
— ***H** IS TOP OF FRAME AT ℄ OF REAR AXLE TO TOP OF TIRE IN JOUNCE.
— ***L** IS FROM OUTSIDE EDGE OF SHACKLE EYEBOLT.
— ***W** IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE.

(Cont'd next page)

SUPER DUTY F-SERIES
STYLESIDE PICKUP – CREW CAB
AXLE / TIRE / VEHICLE HEIGHT DATA Cont'd

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F250 Crew Cab 4x2	**10,000** SRW	159.8	LT245/75R17E	mm	375	807	539	517	650	533	906	750	2013	1926	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.2	20.4	25.6	21.0	35.7	29.5	79.3	75.8	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	10,000 SRW	176.0		mm	375	807	543.1	516.0	644.5	533.2	893.3	749.8	2005.4	1925.5	180 (C)	1144.0	1314.0	265.0	779.0	1734.7	1706.0	1994.0	---	221.0	210.0
				inches	14.8	31.8	21.4	20.3	25.4	21.0	35.2	29.5	79.0	75.8	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
F250 Crew Cab 4x4	**10,000** SRW	159.8	LT245/75R17E	mm	375	807	614	591	699	584	944	791	2071	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.2	23.3	27.5	23.0	37.2	31.1	81.5	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	10,000 SRW	176.0		mm	375	807	618.4	589.7	695.8	584.3	935.5	792.3	2065.7	1984.9	180 (C)	1144.0	1314.0	265.0	779.0	1736.0	1706.0	1994.0	---	143.0	218.0
				inches	14.8	31.8	24.3	23.2	27.4	23.0	36.8	31.2	81.3	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
F350 Crew Cab 4x2	**10,000** SRW	159.8	LT245/75R17E	mm	375	807	540	517	643	533	896	750	2009	1926	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.2	20.3	25.3	21.0	35.3	29.5	79.1	75.8	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	10,000 SRW	176.0		mm	375	807	541.7	515.3	640.6	533.2	888.6	750.1	2002.5	1925.2	180 (C)	1144.0	1314.0	265.0	779.0	1734.7	1706.0	1994.0	---	221.0	210.0
				inches	14.8	31.8	21.3	20.3	25.2	21.0	35.0	29.5	78.8	75.8	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	14,000 DRW	176.0		mm	375	807	546	515	648	540	898	760	2009	1929	183	1144	1314	254	779	1755	---	2434	1898	218	188
				inches	14.8	31.8	21.5	20.3	25.5	21.3	35.3	29.9	79.1	76.0	7.2	45.0	51.7	10.0	30.7	69.1	---	95.8	74.7	8.6	7.4
F350 Crew Cab 4x4	**10,000** SRW	159.8	LT245/75R17E	mm	375	807	609	590	693	584	937	792	2065	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.0	23.2	27.3	23.0	36.9	31.2	81.3	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	10,000 SRW	176.0		mm	375	807	615.0	589.7	689.4	584.3	928.0	792.3	2060.4	1984.9	180 (C)	1144.0	1314.0	265.0	779.0	1736.0	1706.0	1994.0	---	143.0	218.0
				inches	14.8	31.8	24.2	23.2	27.1	23.0	36.5	31.2	81.1	78.1	7.1	45.0	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	14,000 DRW	176.0		mm	375	807	625	588	699	592	937	803	2070	1989	183	1144	1314	254	779	1756	---	2434	1898	152	194
				inches	14.8	31.8	24.6	23.1	27.5	23.3	36.9	31.6	81.5	78.3	7.2	45.0	51.7	10.0	30.7	69.1	---	95.8	74.7	6.0	7.6
F-450 Crew Cab 4X2	**14,000** DRW	176.0	225/70R19.5G	mm	384	817	639	610	703	622	943	837	2073	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
				inches	15.0	32.0	25.1	24.0	27.7	24.5	37.1	33.0	81.6	79.4	7.2	45.0	51.7	9.3	31.0	74.8	-	94.6	74.7	5.9	8.1
F-450 Crew Cab 4X4	**14,000** DRW	176.0	225/70R19.5G	mm	384	817	640	608	715	623	953	838	2086	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
				inches	15.0	32.0	25.2	24.0	28.1	24.5	37.5	33.0	82.1	79.4	7.2	45.0	51.7	9.3	31.0	74.8	-	94.6	74.7	5.9	8.1

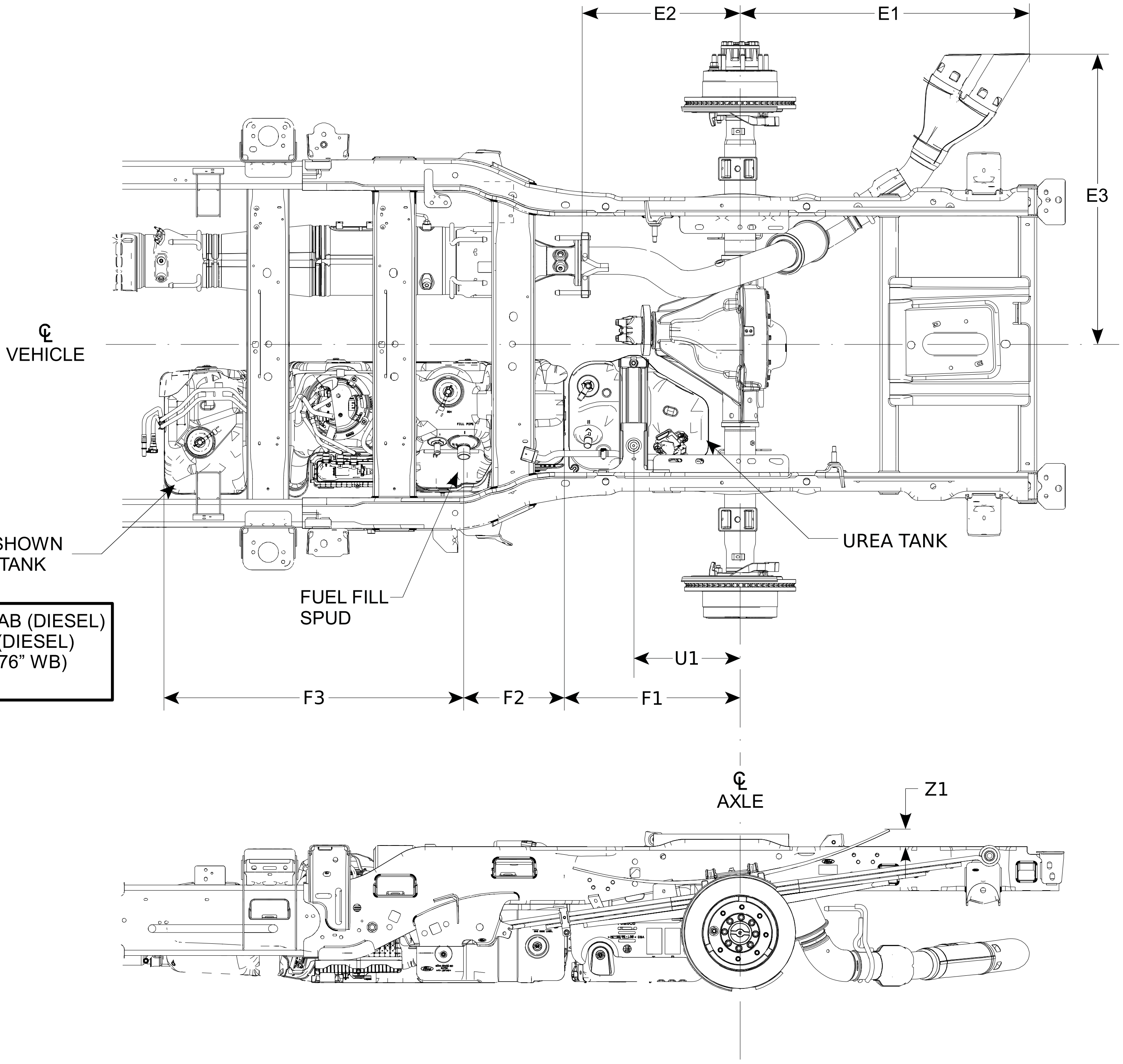
(1) -The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].
(2) - Height at Base Curb Weight with standard springs.
(3) - Loaded Height at spring rating with standard springs.
(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).
FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
(5) - AA is maximum grown width at maximum tire pressure and load.
(6) - CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

SUPER DUTY F-SERIES
PICKUP BOX DELETE – WIDE FRAME
EXHAUST / FUEL SYSTEM


E2
E1
E3
℄
VEHICLE
29 GAL FUEL TANK SHOWN
WITH DIESEL UREA TANK
UREA TANK
FUEL FILL
SPUD
U1
F3
F2
F1
℄
AXLE
Z1

29 GAL – 142” REGULAR CAB (DIESEL)
34 GAL – 164” SUPERCAB (DIESEL)
34 GAL – GASOLINE (N/A 176” WB)
48 GAL – 176” CREW CAB

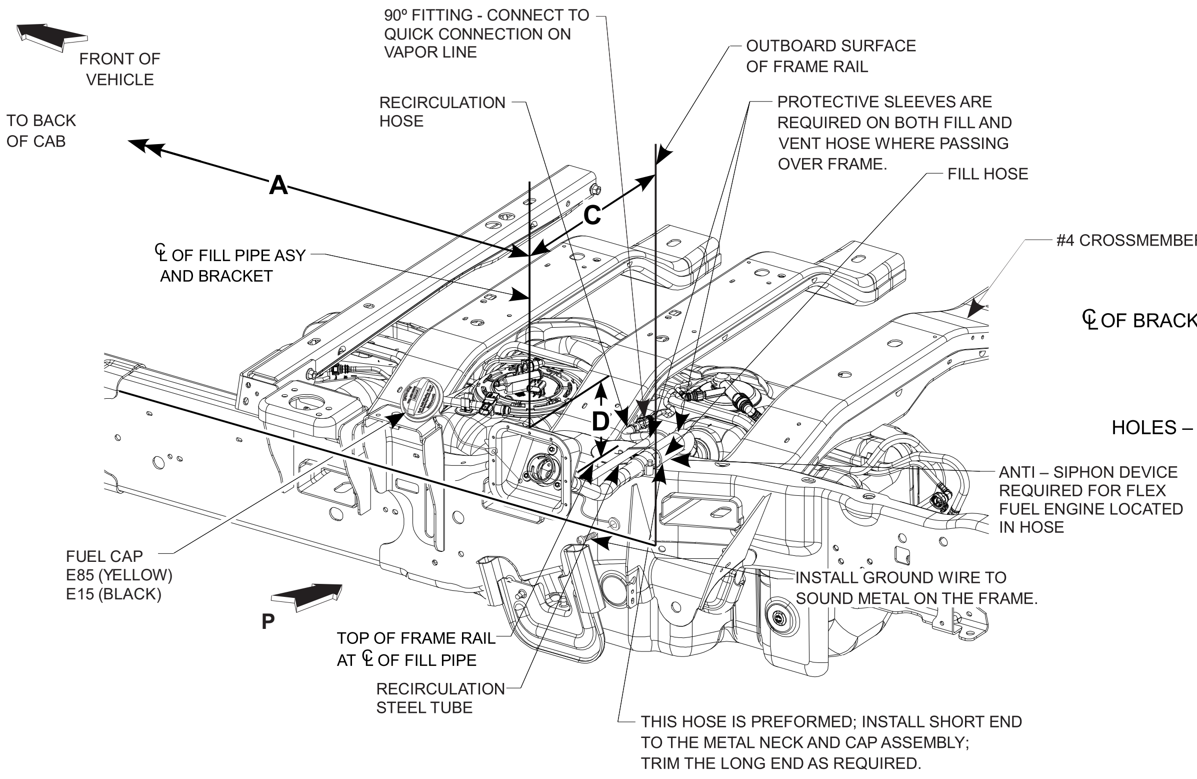
(Cont'd next page)

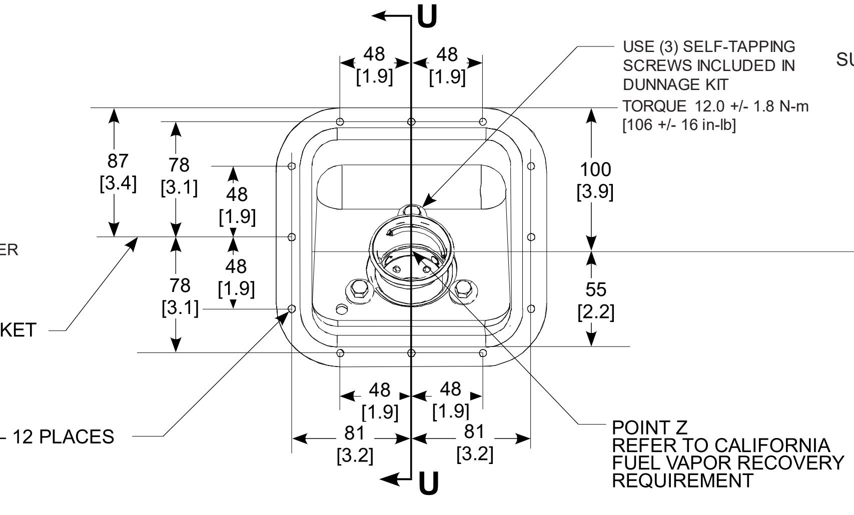
(Return to Index Page)

SUPER DUTY F-SERIES
PICKUP BOX DELETE – WIDE FRAME
EXHAUST / FUEL SYSTEM (Cont'd)

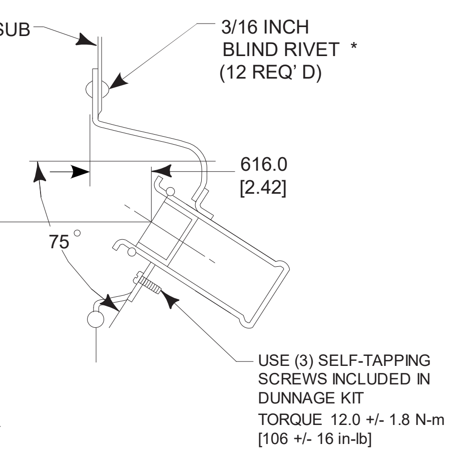
Wheelbase	Model	Fuel Tank Dimensions			Exhaust System Dimensions			UREA Tank	Aux Bracket
(in)	Pickup	F1 (mm/ in)	F2 (mm/ in)	F3 (mm/ in)	E1 (mm/ in)	E2 (mm/ in)	E3 (mm/ in)	U1 Inboard Mtd (mm/ in)	Z1 (mm/ in)
142	Regular Cab	572/ 22.5	323/ 12.7	975/ 38.4	942/ 37.1	536/ 21.1	946/ 37.25	348/ 13.7	44/ 1.7
164	SuperCab	572/ 22.5	323/ 12.7	975/ 38.4	942/ 37.1	1110/ 43.7	946/ 37.25	348/ 13.7	44/ 1.7
176	Crew Cab	572/ 22.5	323/ 12.7	1676/ 65.4	942/ 37.1	1415/ 55.8	946/ 37.25	348/ 13.7	44/ 1.7

SUPER DUTY F-SERIES
PICKUP BOX DELETE – WIDE FRAME
FUEL FILLER PIPE INSTALLATION – GASOLINE ENGINE


FRONT OF VEHICLE
TO BACK OF CAB
A
90º FITTING - CONNECT TO QUICK CONNECTION ON VAPOR LINE
RECIRCULATION HOSE
OUTBOARD SURFACE OF FRAME RAIL
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE WHERE PASSING OVER FRAME.
FILL HOSE
C
℄ OF FILL PIPE ASY AND BRACKET
#4 CROSSMEMBER
D
ANTI – SIPHON DEVICE REQUIRED FOR FLEX FUEL ENGINE LOCATED IN HOSE
FUEL CAP E85 (YELLOW) E15 (BLACK)
P
INSTALL GROUND WIRE TO SOUND METAL ON THE FRAME.
TOP OF FRAME RAIL AT ℄ OF FILL PIPE
RECIRCULATION STEEL TUBE
THIS HOSE IS PREFORMED; INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.


U
48 [1.9]
48 [1.9]
USE (3) SELF-TAPPING SCREWS INCLUDED IN DUNNAGE KIT
TORQUE 12.0 +/- 1.8 N-m [106 +/- 16 in-lb]
87 [3.4]
78 [3.1]
48 [1.9]
100 [3.9]
48 [1.9]
78 [3.1]
55 [2.2]
℄ OF BRACKET
HOLES – 12 PLACES
48 [1.9]
48 [1.9]
81 [3.2]
81 [3.2]
U
POINT Z
REFER TO CALIFORNIA FUEL VAPOR RECOVERY REQUIREMENT

VIEW P


SUB
3/16 INCH BLIND RIVET *
(12 REQ' D)
616.0 [2.42]
75 °
USE (3) SELF-TAPPING SCREWS INCLUDED IN DUNNAGE KIT
TORQUE 12.0 +/- 1.8 N-m [106 +/- 16 in-lb]

SECTION U

IMPORTANT -- To reduce and prevent possible handling damage to the fuel cap's internal assembly components:

Remove the fuel cap **PRIOR TO** disassembly of the Ford-installed fuel fill system components (which are provided for shipping purposes only.) The metal fill neck should be separated from the remaining fuel fill components, saved and then reused along with the associated fuel cap. Both components are required for final installation on the vehicle; keep items protected.

MODEL	WHEELBASE (56 Inch CA)
Regular Cab	3596 [141.6]
Super Cab	4170 [164.2]
Crew Cab	4470 [176.0]

FUEL FILLER CUP LOCATION		
▽ A	MIN	620 [24.4]
	MAX	932 [36.7]
▽ C	MIN	540 [21.3]
	MAX	743 [29.2]
▽ D	MIN	267 [10.5]
	MAX	343 [13.5]

CA = Dimension from back of cab to ℄ of rear axle

NOTES:

▽ TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.8 ± 8 NEWTON METERS [43 ± 7 IN. LB.]

[ ] DIMENSIONS ARE INCHES

* NOT SUPPLIED BY FORD MOTOR COMPANY

▽ CRITICAL CONTROL ITEM

Use the new hoses, pipes, scuff guards, tie wraps, and clamps provided in the dunnage kit.

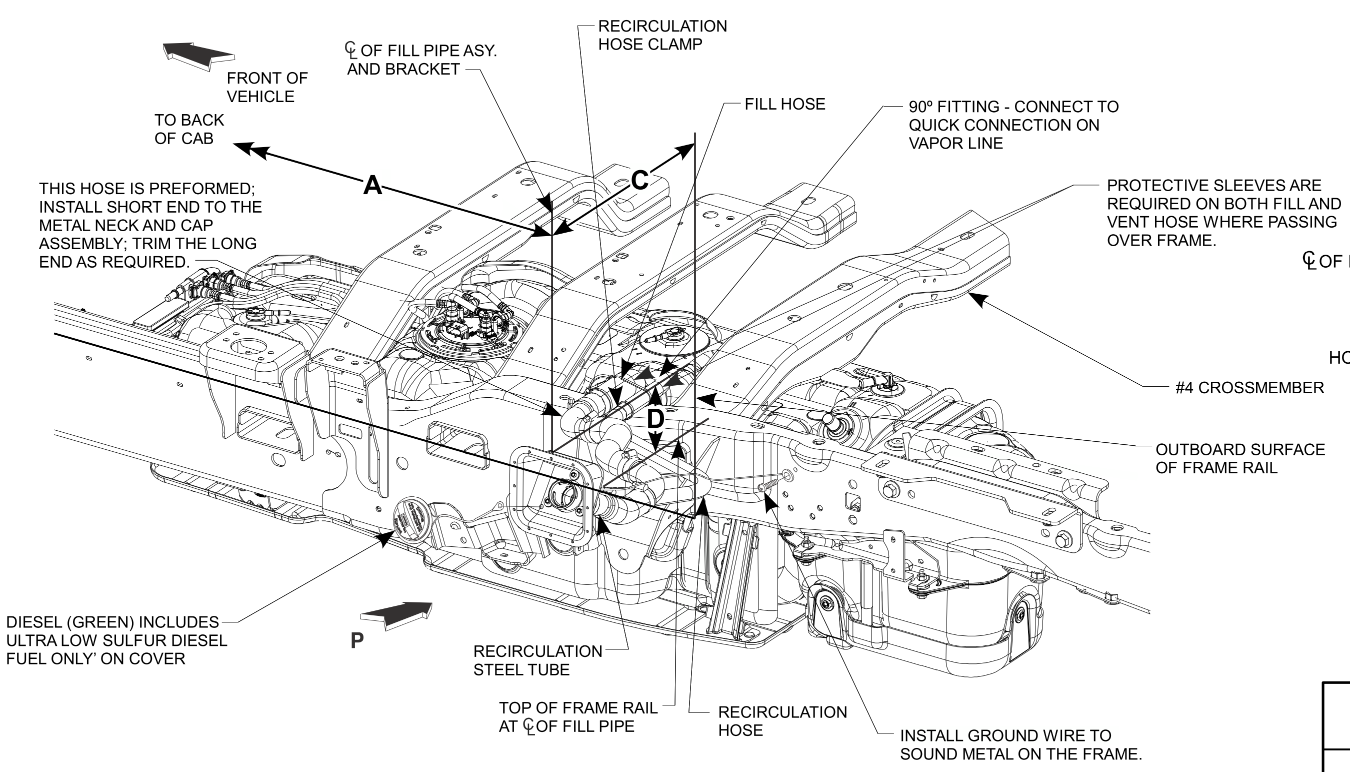
The completed fuel fill system must provide a 4 degree minimum, continuous, downward slope to the fuel tank. Additional support may be required to prevent hose sagging which could cause spray or spitback during normal fueling operations.

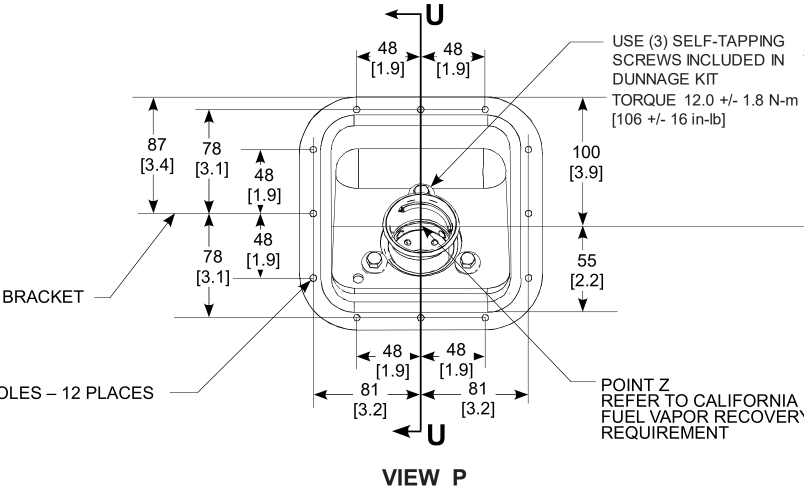
Do not extend the fuel fill system outboard of the second unit body.

The Carbon Canister Fresh Air Tube should be secured in a clean location. There are no specific requirements for location or orientation.

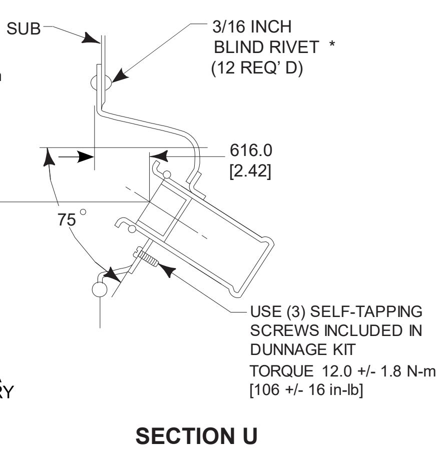
NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
PICKUP BOX DELETE – WIDE FRAME
FUEL FILLER PIPE INSTALLATION – DIESEL ENGINE


FRONT OF VEHICLE
℄ OF FILL PIPE ASY. AND BRACKET
RECIRCULATION HOSE CLAMP
TO BACK OF CAB
A
C
FILL HOSE
90º FITTING - CONNECT TO QUICK CONNECTION ON VAPOR LINE
THIS HOSE IS PREFORMED; INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE WHERE PASSING OVER FRAME.
#4 CROSSMEMBER
D
OUTBOARD SURFACE OF FRAME RAIL
DIESEL (GREEN) INCLUDES ULTRA LOW SULFUR DIESEL FUEL ONLY' ON COVER
P
RECIRCULATION STEEL TUBE
TOP OF FRAME RAIL AT ℄ OF FILL PIPE
RECIRCULATION HOSE
INSTALL GROUND WIRE TO SOUND METAL ON THE FRAME.


U
48 [1.9]
48 [1.9]
USE (3) SELF-TAPPING SCREWS INCLUDED IN DUNNAGE KIT
TORQUE 12.0 +/- 1.8 N-m [106 +/- 16 in-lb]
87 [3.4]
78 [3.1]
48 [1.9]
100 [3.9]
48 [1.9]
78 [3.1]
55 [2.2]
℄ OF BRACKET
48 [1.9]
48 [1.9]
81 [3.2]
81 [3.2]
HOLES – 12 PLACES
POINT Z REFER TO CALIFORNIA FUEL VAPOR RECOVERY REQUIREMENT
U

VIEW P


SUB
3/16 INCH BLIND RIVET * (12 REQ' D)
616.0 [2.42]
75°
USE (3) SELF-TAPPING SCREWS INCLUDED IN DUNNAGE KIT
TORQUE 12.0 +/- 1.8 N-m [106 +/- 16 in-lb]

SECTION U

IMPORTANT -- To reduce and prevent possible handling damage to the fuel cap's internal assembly components:

Remove the fuel cap **PRIOR TO** disassembly of the Ford-installed fuel fill system components (which are provided for shipping purposes only.) The metal fill neck should be separated from the remaining fuel fill components, saved and then reused along with the associated fuel cap. Both components are required for final installation on the vehicle; keep items protected.

MODEL	WHEELBASE (56 Inch CA)
Regular Cab	3596 [141.6]
Super Cab	4170 [164.2]
Crew Cab	4470 [176.0]

FUEL FILLER CUP LOCATION		
▽ A	MIN	620 [24.4]
	MAX	932 [36.7]
▽ C	MIN	540 [21.3]
	MAX	743 [29.2]
▽ D	MIN	267 [10.5]
	MAX	343 [13.5]

CA = Dimension from back of cab to ℄ of rear axle

NOTES:

▽ TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.8 ± 8 NEWTON METERS [43 ± 7 IN. LB.]

[ ] DIMENSIONS ARE INCHES

* NOT SUPPLIED BY FORD MOTOR COMPANY

▽ **CRITICAL CONTROL ITEM**

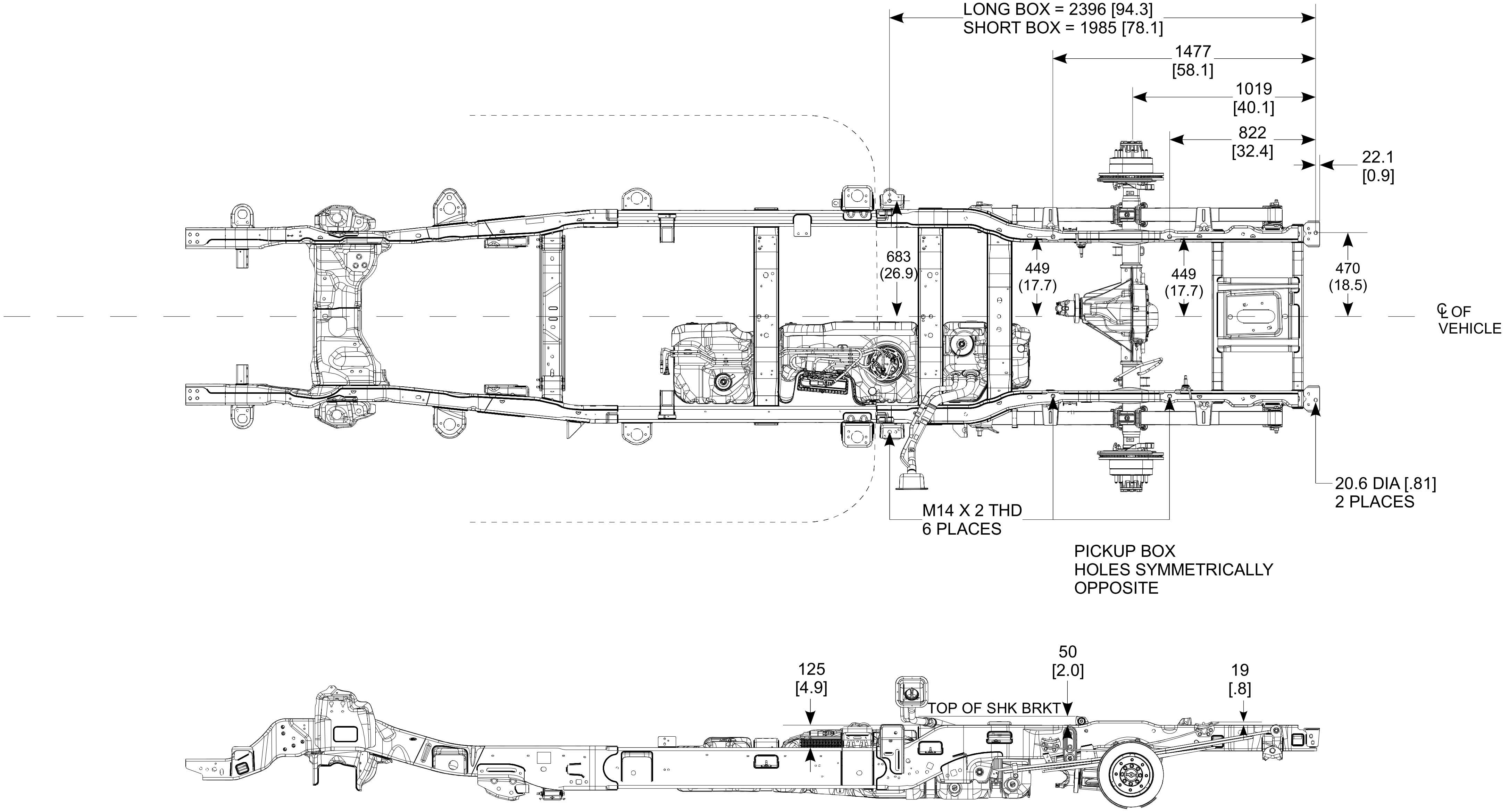
Use the new hoses, pipes, scuff guards, tie wraps, and clamps provided in the dunnage kit.

The completed fuel fill system must provide a 4 degree minimum, continuous, downward slope to the fuel tank. Additional support may be required to prevent hose sagging which could cause spray or spitback during normal fueling operations.

Do not extend the fuel fill system outboard of the second unit body.

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
PICKUP BOX DELETE – WIDE FRAME
FRAME DATA


LONG BOX = 2396 [94.3]
SHORT BOX = 1985 [78.1]
1477
[58.1]
1019
[40.1]
822
[32.4]
22.1
[0.9]
683
(26.9)
449
(17.7)
449
(17.7)
470
(18.5)
℄ OF
VEHICLE
20.6 DIA [.81]
2 PLACES
M14 X 2 THD
6 PLACES
PICKUP BOX
HOLES SYMMETRICALLY
OPPOSITE
125
[4.9]
50
[2.0]
TOP OF SHK BRKT
19
[.8]

NOTE - [ ] DIMENSIONS ARE INCHES.
- REAR PICKUP BOX MOUNTING HOLES ARE COMMON TO ALL CAB TYPES – REGULAR, SUPERCAB AND CREW CAB.

SUPER DUTY F-SERIES

Pickup Box Delete / Removal and Chassis Cab Maximum Unloaded Vehicle Weights (MUVW)

NOTE: This information applies to vehicle with a GVWR less than or equal to 10,000lbs

See Super-Duty Incomplete Vehicle Manual (IVM) for MUVW information.

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW CHASSIS CAB W/ STANDARD 17” WHEELS & STANDARD GVWR

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F350 CC SRW	9,800	Reg	145	60	4x2	6.2L	4370	4100	6340	3380	2045	5426
						7.3L	4370	4100	6340	3380	2045	5426
						6.7L (Diesel)	3630	4700	6340	4031	2136	6167
					4x4	6.2L	3960	4400	6340	3758	2072	5830
						7.3L	3960	4400	6340	3758	2072	5830
						6.7L (Diesel)	3190	5200	6340	4416	2188	6604
		Super	167.5	60	4x2	6.2L	4070	4400	6340	3575	2146	5722
						7.3L	4070	4400	6340	3575	2146	5722
						6.7L (Diesel)	3280	5250	6340	4259	2256	6515
					4x4	6.2L	3640	4800	6340	3937	2216	6153
						7.3L	3640	4800	6340	3937	2216	6153
						6.7L (Diesel)	2850	5600	6340	4591	2358	6949
		Crew	179.8	60	4x2	6.2L	3830	4550	6340	3702	2261	5963
						7.3L	3830	4550	6340	3702	2261	5963
						6.7L (Diesel)	3040	5250	6340	4286	2472	6758
					4x4	6.2L	3420	5200	6340	4060	2319	6379
						7.3L	3420	5200	6340	4060	2319	6379
						6.7L (Diesel)	2620	5600	6340	4684	2490	7174

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

Body Builders Layout Book

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW CHASSIS CAB W/ STANDARD 18” WHEELS & STANDARD GVWR

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR(2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F350 CCSRW	10k	Reg	145	60	4x2	6.2L	4520	4400	7230	3406	2071	5478
						7.3L	4520	4400	7230	3406	2071	5478
						6.7L (Diesel)	3780	5250	7230	4058	2161	6219
					4x4	6.2L	4110	5600	7230	3804	2078	5882
						7.3L	4110	5600	7230	3804	2078	5882
						6.7L (Diesel)	3340	5990	7230	4432	2224	6656
		Super	167.5	60	4x2	6.2L	4220	4700	7230	3621	2152	5774
						7.3L	4220	4700	7230	3621	2152	5774
						6.7L (Diesel)	3430	5250	7230	4276	2291	6567
					4x4	6.2L	3790	5990	7230	3973	2232	6205
						7.3L	3790	5990	7230	3973	2232	6205
						6.7L (Diesel)	2990	5990	7230	4622	2379	7001
		Crew	179.8	60	4x2	6.2L	3980	4850	7230	3738	2277	6015
						7.3L	3980	4850	7230	3738	2277	6015
						6.7L (Diesel)	3190	5250	7230	4312	2498	6810
					4x4	6.2L	3560	5990	7230	4077	2354	6431
						7.3L	3560	5990	7230	4077	2354	6431
						6.7L (Diesel)	2770	5990	7230	4705	2521	7226

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

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SUPER DUTY F-SERIES
MODEL LINEUP
F-350 SRW CHASSIS CAB W/ STANDARD 18” WHEELS & UPGRADED GVWR

	Cab	WB	CA	Drive	GVWR	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F350 CC SRW	Reg	145	60	4x2	10,500	6.2L	4870	3950	6780	3263	2362	5626
					10,500	7.3L	4870	3950	6780	3263	2362	5626
					11,100	6.7L (Diesel)	4730	4550	6780	3931	2436	6367
				4x4	10.900	6.2L	4860	4400	6780	3651	2379	6030
					10,900	7.3L	4860	4400	6780	3651	2379	6030
					11,500	6.7L (Diesel)	4690	5200	6780	4266	2538	6804
	Super	167.5	60	4x2	10.900	6.2L	4970	4400	6780	3497	2424	5922
					10.900	7.3L	4970	4400	6780	3497	2424	5922
					11,500	6.7L (Diesel)	4780	5000	6780	4149	2566	6715
				4x4	11,300	6.2L	4940	4800	6780	3839	2514	6353
					11,300	7.3L	4940	4800	6780	3839	2514	6353
					11,500	6.7L (Diesel)	4350	5600	6780	4451	2698	7149
	Crew	179.8	60	4x2	11,000	6.2L	4830	4550	6780	3628	2535	6163
					11,000	7.3L	4830	4550	6780	3628	2535	6163
					11,500	6.7L (Diesel)	4540	5250	6780	4196	2762	6958
				4x4	11,400	6.2L	4820	4800	6780	3951	2628	6579
					11,400	7.3L	4820	4800	6780	3951	2628	6579
					11,500	6.7L (Diesel)	4120	5600	6780	4588	2786	7374

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 DRW CHASSIS CAB (14k GVWR)

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F350 CC DRW	**14k**	**Reg**	**145**	**60**	**4x2**	**6.2L**	7940	4250	10,040	3391	2662	6053
						7.3L	7940	4250	10,040	3391	2662	6053
						6.7L (Diesel)	7200	4850	10,040	3996	2796	6792
					4x4	**6.2L**	7550	4800	10,040	3710	2739	6449
						7.3L	7550	4800	10,040	3710	2739	6449
						6.7L (Diesel)	6800	5200	10,040	4311	2880	7191
			169	**84**	**4x2**	**6.2L**	7900	4700	10,040	3476	2624	6100
						7.3L	7900	4700	10,040	3476	2624	6100
						6.7L (Diesel)	7130	5250	10,040	4094	2767	6861
					4x4	**6.2L**	7500	5200	10,040	3819	2677	6496
						7.3L	7500	5200	10,040	3819	2677	6496
						6.7L (Diesel)	6740	5600	10,040	4465	2795	7260

Weight Unit: Pounds

(Cont'd next page)

(Return to Index Page)

SUPER DUTY F-SERIES
MODEL LINEUP
F-350 DRW CHASSIS CAB (14k GVWR)– CONT'D

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F350 CC DRW	14k	Super	167.5	60	4x2	6.2L	7600	4550	10,040	3538	2856	6394
						7.3L	7600	4550	10,040	3538	2856	6394
						6.7L (Diesel)	6850	5250	10,040	4209	2940	7149
					4x4	6.2L	7200	5200	10,040	3967	2824	6791
						7.3L	7200	5200	10,040	3967	2824	6791
						6.7L (Diesel)	6450	5600	10,040	4504	3040	7544
		Crew	179.8	60	4x2	6.2L	7460	4700	10,040	3654	2886	6540
						7.3L	7460	4700	10,040	3654	2886	6540
						6.7L (Diesel)	6690	5250	10,040	4270	3031	7301
					4x4	6.2L	7040	5200	10,040	4031	2919	6950
						7.3L	7040	5200	10,040	4031	2919	6950
						6.7L (Diesel)	6280	5600	10,040	4635	3078	7713

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

SUPER DUTY F-SERIES
MODEL LINEUP
F-450 DRW CHASSIS CAB (15k / 16k GVWR)

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F450 CC DRW	15k / 16k	Reg	145	60	4x2	7.3L	8350 / 9350	4800	12,880	3672	2969	6641
						6.7L (Diesel)	7610 / 8610	5200	12,880	4254	3136	7390
					4x4	7.3L	8040 / 9040	4800	12,880	3963	2992	6956
						6.7L (Diesel)	7290 / 8290	5600	12,880	4559	3147	7706
			169	60	4x2	7.3L	8290 / 9290	5200	12,880	3788	2921	6709
						6.7L (Diesel)	7540 / 8540	5600	12,880	4394	3061	7455
					4x4	7.3L	7950 / 8950	5200 / 5600	12,880	4066	2981	7046
						6.7L (Diesel)	7210 / 8210	6000	12,880	4668	3115	7783
			193	108	4x2	7.3L	8110 / 9110	5600	12,880	3925	2965	6890
						6.7L (Diesel)	7360 / 8360	6000	12,880	4520	3115	7635
					4x4	7.3L	7800 / 8800	6000	12,880	4210	2983	7193
						6.7L (Diesel)	7050 / 8050	6500	12,880	4800	3147	7947
			205	120	4x2	7.3L	8050 / 9050	5600	12,880	3942	3000	6942
						6.7L (Diesel)	7300 / 8300	6500	12,880	4572	3123	7696
					4x4	7.3L	7730 / 8730	6000	12,880	4250	3010	7261
						6.7L (Diesel)	6980 / 7980	6500	12,880	4872	3142	8014

Weight Unit: Pounds

(Cont'd next page)

SUPER DUTY F-SERIES
MODEL LINEUP
F-450 DRW CHASSIS CAB (15k / 16k GVWR) – CONT’D

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F450 CC DRW	15k / 16k	Super	167.5	60	4x2	7.3L	8050 / 9050	5200	12,880	3864	3083	6947
						6.7L (Diesel)	7300 / 8300	5600	12,880	4447	3250	7697
					4x4	7.3L	7690 / 8690	5200	12,880	4178	3130	7308
						6.7L (Diesel)	6940 / 7940	6000	12,880	4761	3294	8055
			191.5	84	4x2	7.3L	7860 / 8860	5600	12,880	4027	3106	7133
						6.7L (Diesel)	7090 / 8090	6000	12,880	4647	3263	7909
					4x4	7.3L	7530 / 8530	5600 / 6000	12,880	4314	3149	7463
						6.7L (Diesel)	6770 / 7770	6500	12,880	4934	3288	8222
		Crew	179.8	60	4x2	7.3L	7880 / 8880	5200	12,880	3921	3192	7112
						6.7L (Diesel)	7150 / 8150	5600	12,880	4536	3306	7842
					4x4	7.3L	7570 / 8570	5200	12,880	4222	3207	7429
						6.7L (Diesel)	6830 / 7830	6000	12,880	4852	3317	8168
			203.4	84	4x2	7.3L	7730 / 8730	5600	12,880	4122	3146	7267
						6.7L (Diesel)	6980 / 7980	6000	12,880	4720	3295	8015
					4x4	7.3L	7440 / 8440	5600 / 6000	12,880	4379	3172	7551
						6.7L (Diesel)	6690 / 7690	6500	12,880	4990	3314	8303

Weight Unit: Pounds

(1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

(2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWR on Chassis Cab models is assigned or specifically selected.

SUPER DUTY F-SERIES
MODEL LINEUP
F-450 DRW CHASSIS CAB (16.5 GVWR)

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F450 CC DRW	**16.5k**	**Reg**	**145**	**60**	**4x2**	**7.3L**	9850	4800	12,880	3672	2969	6641
						6.7L (Diesel)	9110	5200	12,880	4254	3136	7390
					4x4	**7.3L**	9540	4800	12,880	3963	2992	6956
						6.7L (Diesel)	8790	5600	12,880	4559	3147	7706
			169	**60**	**4x2**	**7.3L**	9790	5200	12,880	3788	2921	6709
						6.7L (Diesel)	9040	5600	12,880	4394	3061	7455
					4x4	**7.3L**	9450	5600	12,880	4066	2981	7046
						6.7L (Diesel)	8710	6000	12,880	4668	3115	7783
			193	**108**	**4x2**	**7.3L**	9610	5600	12,880	3925	2965	6890
						6.7L (Diesel)	8860	6500	12,880	4520	3115	7635
					4x4	**7.3L**	9300	6000	12,880	4210	2983	7193
						6.7L (Diesel)	8550	6500	12,880	4800	3147	7947
			205	**120**	**4x2**	**7.3L**	9550	5600	12,880	3942	3000	6942
						6.7L (Diesel)	8800	6500	12,880	4572	3123	7696
					4x4	**7.3L**	9230	6000	12,880	4250	3010	7261
						6.7L (Diesel)	8480	6500	12,880	4872	3142	8014

Weight Unit: Pounds

(Cont'd next page)

SUPER DUTY F-SERIES
MODEL LINEUP
F-450 DRW CHASSIS CAB (16.5 GVWR) – CONT'D

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F450 CC DRW	16.5k	Super	167.5	60	4x2	7.3L	9550	5200	12,880	3864	3083	6947
						6.7L (Diesel)	8800	5600	12,880	4447	3250	7697
					4x4	7.3L	9190	5200	12,880	4178	3130	7308
						6.7L (Diesel)	8440	6000	12,880	4761	3294	8055
			191.5	84	4x2	7.3L	9360	5600	12,880	4027	3106	7133
						6.7L (Diesel)	8590	6000	12,880	4647	3263	7909
					4x4	7.3L	9030	6000	12,880	4314	3149	7463
						6.7L (Diesel)	8270	6500	12,880	4934	3288	8222
		Crew	179.8	60	4x2	7.3L	9380	5200	12,880	3921	3192	7112
						6.7L (Diesel)	8650	5600	12,880	4536	3306	7842
					4x4	7.3L	9070	5200	12,880	4222	3207	7429
						6.7L (Diesel)	8330	6000	12,880	4852	3317	8168
			203.4	84	4x2	7.3L	9230	5600	12,880	4122	3146	7267
						6.7L (Diesel)	8480	6000	12,880	4720	3295	8015
					4x4	7.3L	8940	6000	12,880	4379	3172	7551
						6.7L (Diesel)	8190	6500	12,880	4990	3314	8303

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

SUPER DUTY F-SERIES
MODEL LINEUP
F-550 DRW CHASSIS CAB (17.5k, 18k GVWR)

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F550 CC DRW	17.5k / 18k	Reg	145	60	4x2	7.3L	10,850 / 11,350	4,800	13,660	3,672	2,969	6,641
						6.7L (Diesel)	10,110 / 10,610	5,200	13,660	4,254	3,136	7,390
					4x4	7.3L	10,540 / 11,040	5,200	13,660	3,963	2,992	6,956
						6.7L (Diesel)	9,790 / 10,290	5,600	13,660	4,559	3,147	7,706
			169	84	4x2	7.3L	10,790 / 11,290	5,200	13,660	3,788	2,921	6,709
						6.7L (Diesel)	10,040 / 10,540	6,000	13,660	4,394	3,061	7,455
					4x4	7.3L	10,450 / 10,950	5,600	13,660	4,066	2,981	7,046
						6.7L (Diesel)	9,710 / 10,210	6,000 / 6,500	13,660	4,668	3,115	7,783
			193	108	4x2	7.3L	10,610 / 11,110	6,000	13,660	3,925	2,965	6,890
						6.7L (Diesel)	9,860 / 10,360	6,500	13,660	4,520	3,115	7,635
					4x4	7.3L	10,300 / 10,800	6,000 / 6,500	13,660	4,210	2,983	7,193
						6.7L (Diesel)	9,550 / 10,050	7,000	13,660	4,800	3,147	7,947
			205	120	4x2	7.3L	10,550 / 11,050	6,000	13,660	3,942	3,000	6,942
						6.7L (Diesel)	9,800 / 10,300	6,500	13,660	4,572	3,123	7,696
					4x4	7.3L	10,230 / 10,730	6,000 / 6,500	13,660	4,250	3,010	7,261
						6.7L (Diesel)	9,480 / 9,980	7,000	13,660	4,872	3,142	8,014

Weight Unit: Pounds

(Cont'd next page)

SUPER DUTY F-SERIES
MODEL LINEUP
F-550 DRW CHASSIS CAB (17.5k, 18k GVWR) – CONT'D

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F550 CC DRW	17.5k / 18k	Super	167.5	60	4x2	7.3L	10,550 / 11,050	5,200	13,660	3,864	3,083	6,947
						6.7L (Diesel)	9,800 / 10,300	5,600	13,660	4,447	3,250	7,697
					4x4	7.3L	10,190 / 10,690	5,600	13,660	4,178	3,130	7,308
						6.7L (Diesel)	9,440 / 9,940	6,000	13,660	4,761	3,294	8,055
			191.5	84	4x2	7.3L	10,360 / 10,860	5,600	13,660	4,027	3,106	7,133
						6.7L (Diesel)	9,590 / 10,090	6,500	13,660	4,647	3,263	7,909
					4x4	7.3L	10,030 / 10,530	6,000	13,660	4,314	3,149	7,463
						6.7L (Diesel)	9,270 / 9,770	6,500	13,660	4,934	3,288	8,222
	17.5k / 18k	Crew	179.8	60	4x2	7.3L	10,380 / 10,880	5,200	13,660	3,921	3,192	7,112
						6.7L (Diesel)	9,650 / 10,150	5,600	13,660	4,536	3,306	7,842
					4x4	7.3L	10,070 / 10,570	5,600	13,660	4,222	3,207	7,429
						6.7L (Diesel)	9,330 / 9,830	6,000	13,660	4,852	3,317	8,168
			203.4	84	4x2	7.3L	10,230 / 10,730	5,600	13,660	4,122	3,146	7,267
						6.7L (Diesel)	9,480 / 9,980	6,500	13,660	4,720	3,295	8,015
					4x4	7.3L	9,940 / 10,440	6,000	13,660	4,379	3,172	7,551
						6.7L (Diesel)	9,190 / 9,690	6,500	13,660	4,990	3,314	8,303

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

SUPER DUTY F-SERIES
MODEL LINEUP
F-550 DRW CHASSIS CAB (19k, 19.5k GVWR)

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F550 CC DRW	19k	Reg	145	60	4x2	7.3L	12,310	5,600	13,900	3,672	3,009	6,681
					4x4	7.3L	12,000	5,600	13,900	3,963	3,032	6,996
	19.5k	Reg	145	60	4x2	6.7L (Diesel)	12,070	5,200	14,706	4,254	3,176	7,430
					4x4	6.7L (Diesel)	11,750	5,600	14,706	4,559	3,187	7,746
			169	84	4x2	7.3L	12,750	5,600	14,706	3,788	2,961	6,749
						6.7L (Diesel)	12,000	6,000	14,706	4,394	3,101	7,495
					4x4	7.3L	12,410	5,600	14,706	4,066	3,021	7,086
						6.7L (Diesel)	11,670	6,500	14,706	4,668	3,155	7,823
			193	108	4x2	7.3L	12,570	6,000	14,706	3,925	3,005	6,930
						6.7L (Diesel)	11,820	7,000	14,706	4,520	3,155	7,675
					4x4	7.3L	12,260	6,500	14,706	4,210	3,023	7,233
						6.7L (Diesel)	11,510	7,000	14,706	4,800	3,187	7,987
			205	120	4x2	7.3L	12,510	6,000	14,706	3,942	3,040	6,982
						6.7L (Diesel)	11,760	7,000	14,706	4,572	3,163	7,736
					4x4	7.3L	12,190	6,500	14,706	4,250	3,050	7,301
						6.7L (Diesel)	11,440	7,000	14,706	4,872	3,182	8,054

Weight Unit: Pounds

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SUPER DUTY F-SERIES
MODEL LINEUP
F-550 DRW CHASSIS CAB (19k, 19.5k GVWR) – CONT'D

	GVWR	Cab	WB	CA	Drive	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F550 CC DRW	19.5k	Super	167.5	60	4x2	7.3L	12,510	5,200	14,706	3,864	3,123	6,987
						6.7L (Diesel)	11,760	5,600	14,706	4,447	3,290	7,737
					4x4	7.3L	12,150	5,600	14,706	4,178	3,170	7,348
						6.7L (Diesel)	11,400	6,000	14,706	4,761	3,334	8,095
			191.5	84	4x2	7.3L	12,320	6,000	14,706	4,027	3,146	7,173
						6.7L (Diesel)	11,550	6,500	14,706	4,647	3,303	7,949
					4x4	7.3L	11,990	6,000	14,706	4,314	3,189	7,503
						6.7L (Diesel)	11,230	6,500	14,706	4,934	3,328	8,262
		Crew	179.8	60	4x2	7.3L	12,340	5,200	14,706	3,921	3,232	7,152
						6.7L (Diesel)	11,610	6,000	14,706	4,536	3,346	7,882
					4x4	7.3L	12,030	5,600	14,706	4,222	3,247	7,469
						6.7L (Diesel)	11,290	6,000	14,706	4,852	3,357	8,208
			203.4	84	4x2	7.3L	12,190	6,000	14,706	4,122	3,186	7,307
						6.7L (Diesel)	11,440	6,500	14,706	4,720	3,335	8,055
					4x4	7.3L	11,900	6,000	14,706	4,379	3,212	7,591
						6.7L (Diesel)	11,150	6,500	14,706	4,990	3,354	8,343

Weight Unit: Pounds

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

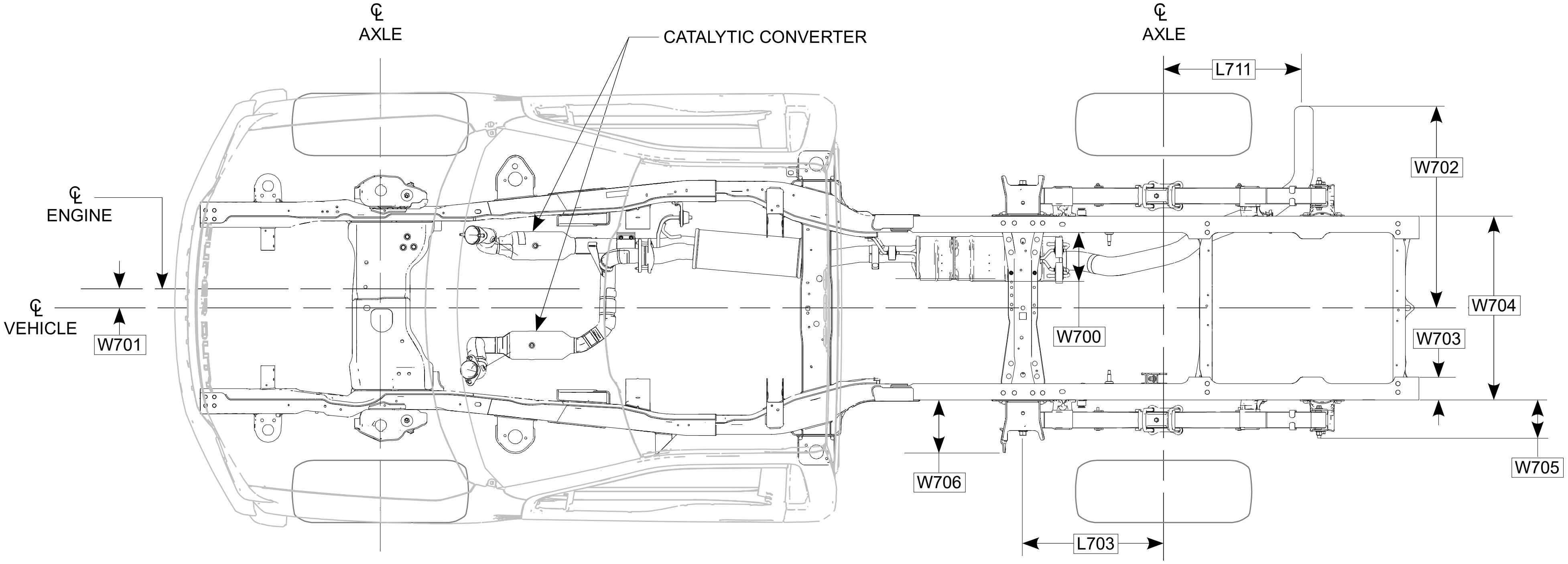
SUPER DUTY F-SERIES
MODEL LINEUP
F-600 DRW CHASSIS CAB

	GVWR	Cab	Drive	WB	CA	Engine	Max Payload (1)	Max GAWR (2)		Base Curb Weight		
								Front	Rear	Front	Rear	Total
F600 CC DRW	**22k**	**Reg**	**4x2**	145.3	60	7.3L	15,090	7,500	15,500	3,806	3,100	6,906
						6.7L Diesel	14,340	7,500	15,500	4,388	3,267	7,655
				169.3	84	7.3L	15,020	7,500	15,500	3,922	3,049	6,971
						6.7L Diesel	14,280	7,500	15,500	4,528	3,189	7,717
				193.3	108	7.3L	14,840	7,500	15,500	4,059	3,098	7,157
						6.7L Diesel	14,110	7,500	15,500	4,644	3,238	7,882
				205.3	120	7.3L	14,790	7,500	15,500	4,076	3,133	7,209
						6.7L Diesel	14,030	7,500	15,500	4,706	3,256	7,962
			4x4	145.3	60	7.3L	14,780	7,500	15,500	4,097	3,119	7,216
						6.7L Diesel	14,030	7,500	15,500	4,693	3,273	7,966
				169.3	84	7.3L	14,690	7,500	15,500	4,200	3,108	7,308
						6.7L Diesel	13,950	7,500	15,500	4,802	3,243	8,044
				193.3	108	7.3L	14,540	7,500	15,500	4,344	3,111	7,455
						6.7L Diesel	13,790	7,500	15,500	4,934	3,275	8,209
				205.3	120	7.3L	14,470	7,500	15,500	4,384	3,140	7,524
						6.7L Diesel	13,720	7,500	15,500	5,006	3,271	8,277

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: Front spring/GAWRon Chassis Cab models is assigned or specifically selected.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – REGULAR CAB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CATALYTIC CONVERTER
℄ AXLE
L711
W702
℄ ENGINE
℄ VEHICLE
W701
W704
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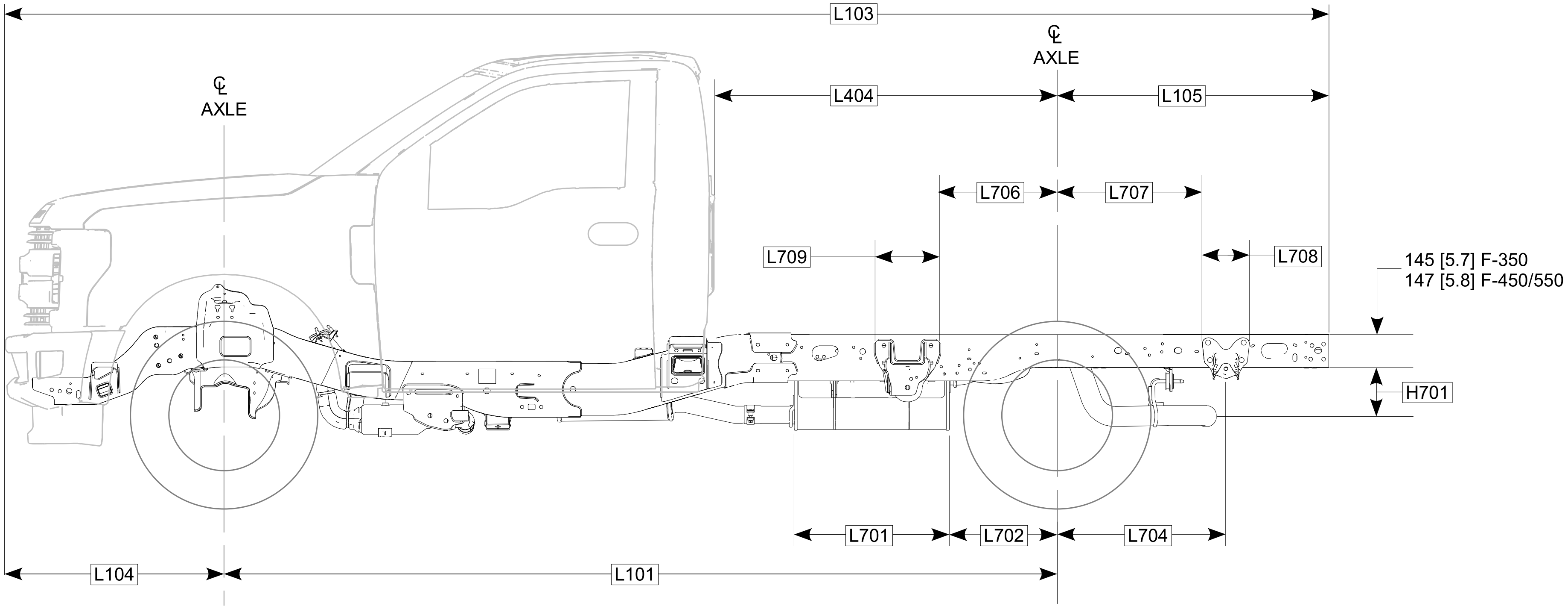
L703


L103
℄ AXLE
℄ AXLE
L404
L105
L706
L707
L709
L708
145 [5.7] F-350
147 [5.8] F-450/550
H701
L701
L702
L704
L104
L101

NOTE — [ ] DIMENSIONS ARE INCHES.

(Cont'd next page)

SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – REGULAR CAB (Cont'd)

CODE	DESCRIPTION	F350 SRW / DRW mm [inches]	F350 DRW mm [inches]	F450 DRW mm [inches]				
		4x2 and 4x4		4x2 and 4x4				
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	218 [8.6]		218 [8.6]				
L101	WHEELBASE	3691 [**145.3**]	4301 [**169.3**]	3691 [**145.3**]		4301 [**169.3**]	4911 [**193.3**]	5215 [**205.3**]
L103	OVERALL LENGTH	5861 [230.8]	6471 [254.8]	5861 [230.8]	6933 [273.0]	6471 [254.8]	7081 [278.8]	7385 [290.8]
L104	FRONT OVERHANG	972 [38.3]		972 [38.3]				
L105	REAR OVERHANG	1198 [47.2]		1198 [47.2]	* 2270 [89.4]	1199 [47.2]		
L404	BACK OF CAB TO C/L OF REAR AXLE (CA)	1524 [**60**]	2134 [**84**]	1524 [**60**]		2134 [**84**]	2743 [**108**]	3048 [**120**]
L701	MUFFLER LENGTH (GAS)	688 [26.8]		688 [26.8]				
	MUFFLER LENGTH (DIESEL)	688 [26.8]		688 [26.8]				
L702	MUFFLER REAR TO C/L REAR AXLE (GAS)	478 [18.8]		478 [18.8]				
	MUFFLER REAR TO C/L REAR AXLE (DIESEL)	478 [18.8]		478 [18.8]				
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	661 [26.0]		661 [26.0]				
L704	C/L RR AXLE TO C/L RR SPRING SHACKLE BRKT	748 [29.5]		748 [29.5]				
L706	RR OF FRT SPRING BRKT TO C/L RR AXLE	534 [21.0]		535 [21.1]				
L707	C/L RR AXLE TO FRT OF RR SPRING SHACKLE BRKT	669 [26.4]		632 [24.9]				
L708	REAR SPRING SHACKLE BRACKET WIDTH	200 [7.9]		220 [8.7]				
L709	FRONT SPRING SHACKLE BRACKET WIDTH	253 [10.0]		254 [10.0]				
L711	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (GAS)	660 [26.0]		660 [26.0]				
	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (DIESEL)	660 [26.0]		660 [26.0]				
W700	MUFFLER CROSS SECTION (GAS)	212 [8.3]		212 [8.3]				
	MUFFLER CROSS SECTION (DIESEL)	212 [8.3]		212 [8.3]				
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]		45 [1.8]				
W702	END OF TAILPIPE TO C/L VEHICLE (GAS)	950 [37.4]		950 [37.4]				
	END OF TAILPIPE TO C/L VEHICLE (DIESEL)	950 [37.4]		950 [37.4]				
W703	FRAME RAIL WIDTH	107 [4.2]		108 [4.2]				
W704	REAR FRAME RAIL WIDTH	868 [34.2]		868 [34.2]				
W705	FRAME TO OUTSIDE OF RR SPRING SHACKLE BRKT	145 [5.7]		151 [5.9]				
W706	FRAME TO OUTSIDE OF RR SPRING HANGER BRKT	177 [7.0]		153 [6.0]				

* New frame for Regular Cab 60” CA with 42.2”AF frame extension (F450/550).

NOTE — [ ] DIMENSIONS ARE INCHES.

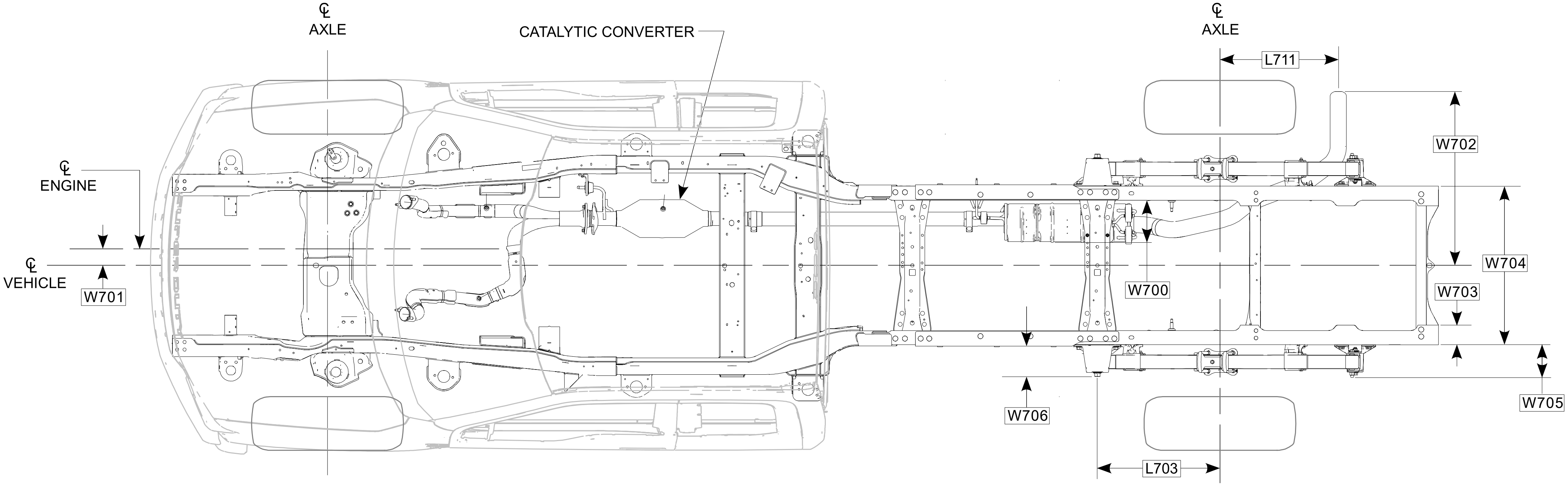
SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – REGULAR CAB (Cont'd)

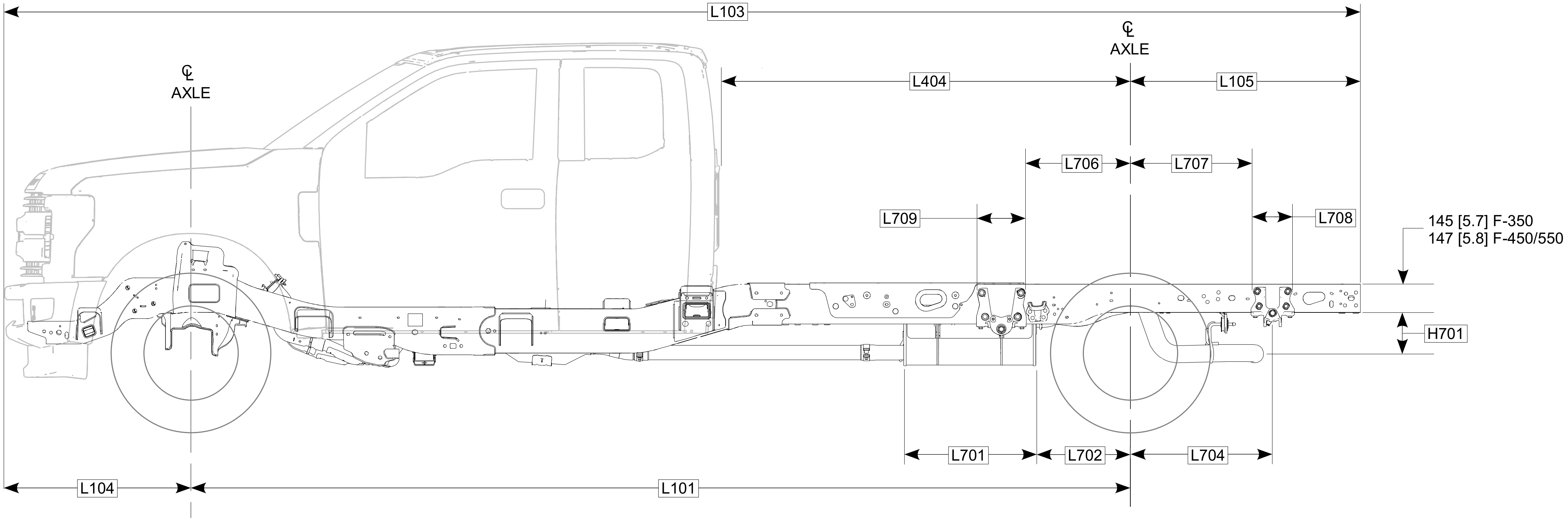
CODE	DESCRIPTION	F550 DRW mm [inches]						F600 DRW mm [inches]					
		4x2 and 4x4						4x2 and 4x4					
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	218 [8.6]						218 [8.6]					
L101	WHEELBASE	3691 [**145.3**]		4301 [**169.3**]		4911 [**193.3**]	5215 [**205.3**]	3691 [**145.3**]		4301 [**169.3**]		4911 [**193.3**]	5215 [**205.3**]
L103	OVERALL LENGTH	5861 [230.8]	* 6933 [273.0]	6471 [254.8]	** 7294 [287.2]	7081 [278.8]	7385 [290.8]	5861 [230.8]	* 6933 [273.0]	6471 [254.8]	** 7294 [287.2]	7081 [278.8]	7385 [290.8]
L104	FRONT OVERHANG	972 [38.3]						972 [38.3]					
L105	REAR OVERHANG	1198 [47.2]	* 2270 [89.4]	1198 [47.2]	** 2021 [79.6]	1198 [47.2]		1198 [47.2]	* 2270 [89.4]	1198 [47.2]	** 2021 [79.6]	1198 [47.2]	
L404	BACK OF CAB TO C/L OF REAR AXLE (CA)	1524 [**60**]		2134 [**84**]		2743 [**108**]	3048 [**120**]	1524 [**60**]		2134 [**84**]		2743 [**108**]	3048 [**120**]
L701	MUFFLER LENGTH (GAS)	688 [26.8]						688 [26.8]					
	MUFFLER LENGTH (DIESEL)	688 [26.8]						688 [26.8]					
L702	MUFFLER REAR TO C/L REAR AXLE (GAS)	478 [18.8]						478 [18.8]					
	MUFFLER REAR TO C/L REAR AXLE (DIESEL)	478 [18.8]						478 [18.8]					
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	670 [26.4]						670 [26.4]					
L704	C/L RR AXLE TO C/L RR SPRING SHACKLE BRKT	740 [29.1]						740 [29.1]					
L706	REAR OF FRONT SPRING BRACKET TO C/L REAR AXLE	391 [15.4]						391 [15.4]					
L707	C/L RR AXLE TO FRT OF RR SPRING SHACKLE BRKT	477 [18.8]						477 [18.8]					
L708	REAR SPRING SHACKLE BRACKET WIDTH	220 [8.7]						220 [8.7]					
L709	FRONT SPRING SHACKLE BRACKET WIDTH	254 [10.0]						254 [10.0]					
L711	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (GAS)	660 [26.0]						660 [26.0]					
	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (DIESEL)	660 [26.0]						660 [26.0]					
W700	MUFFLER CROSS SECTION (GAS)	212 [8.3]						212 [8.3]					
	MUFFLER CROSS SECTION (DIESEL)	212 [8.3]						212 [8.3]					
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]						45 [1.8]					
W702	END OF TAILPIPE TO C/L VEHICLE (GAS)	950 [37.4]						950 [37.4]					
	END OF TAILPIPE TO C/L VEHICLE (DIESEL)	950 [37.4]						950 [37.4]					
W703	FRAME RAIL WIDTH	108 [4.2]						108 [4.2]					
W704	REAR FRAME RAIL WIDTH	868 [34.2]						868 [34.2]					
W705	FRAME TO OUTSIDE OF RR SPRING SHACKLE BRKT	151 [5.9]						151 [5.9]					
W706	FRAME TO OUTSIDE OF RR SPRING HANGER BRKT	153 [6.0]						153 [6.0]					

* New frame for Regular Cab 60” CA with 42.2” AF frame extension (F450/550).
** New frame for Regular Cab 84” CA with 32.4” AF frame extension (F550).

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – SUPERCAB


℄
AXLE
CATALYTIC CONVERTER
℄
AXLE
L711
℄
ENGINE
℄
VEHICLE
W701
W702
W704
W700
W703
W706
W705
L703


L103
℄
AXLE
L404
L105
℄
AXLE
L706
L707
L709
L708
145 [5.7] F-350
147 [5.8] F-450/550
H701
L701
L702
L704
L104
L101

NOTE — [ ] DIMENSIONS ARE INCHES.

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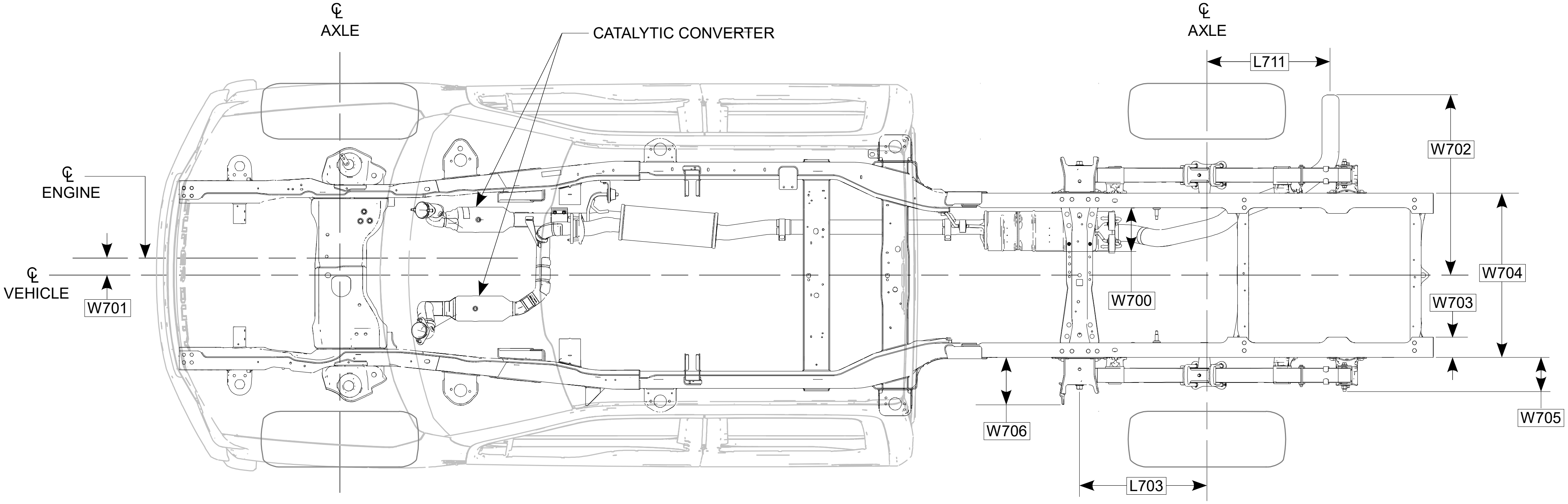
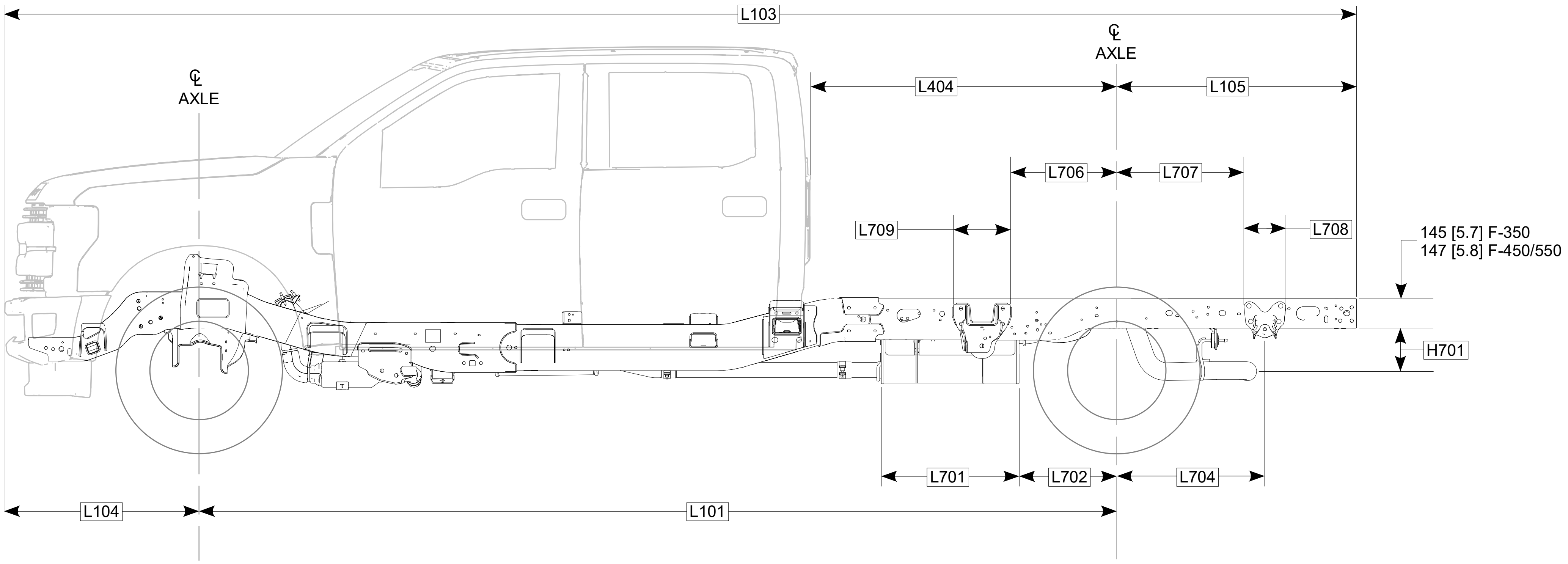
SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – SUPERCAB (Cont'd)

CODE	DESCRIPTION	F-350	F-450		F-550	
		SRW / DRW	DRW		DRW	
		4x2 / 4x4	4x2 / 4x4		4x2 / 4x4	
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	218 [8.6]	218 [8.6]		218 [8.6]	
L101	WHEELBASE	4265 [167.9]	4265 [167.9]	4875 [191.9]	4265 [167.9]	4875 [191.9]
L103	OVERALL LENGTH	6435 [253.3]	6435 [253.4]	7045 [277.4]	6435 [253.4]	7045 [277.4]
L104	FRONT OVERHANG	972 [38.3]	972 [38.3]		972 [38.3]	
L105	REAR OVERHANG	1198 [47.2]	1198 [47.2]		1198 [47.2]	
L404	BACK OF CAB TO C/L OF REAR AXLE	1524 [60.0]	1524 [60.0]	2134 [84.0]	1524 [60.0]	2134 [84.0]
L701	MUFFLER LENGTH - GASOLINE	688 [26.8]	688 [26.8]		688 [26.8]	
L702	MUFFLER REAR TO C/L REAR AXLE - GASOLINE	478 [18.8]	478 [18.8]		478 [18.8]	
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	654 [25.7]	671 [26.4]		671 [26.4]	
L704	C/L REAR AXLE TO C/L REAR SPRING SHACKLE BRACKET	755 [29.5]	739 [29.1]		739 [29.1]	
L706	REAR OF FRONT SPRING BRACKET TO C/L REAR AXLE	512 [20.1]	542 [21.3]		542 [21.3]	
L707	C/L REAR AXLE TO FRONT OF REAR SPRING SHACKLE BRACKET	668 [26.3]	626 [24.6]		626 [24.6]	
L708	REAR SPRING SHACKLE BRACKET WIDTH	200 [7.9]	220 [8.7]		220 [8.7]	
L709	FRONT SPRING SHACKLE BRACKET WIDTH	253 [11.2]	254 [10.0]		254 [10.0]	
L711	C/L OF REAR AXLE TO C/L OF EXHAUST PIPE – GASOLINE	660 [26.0]	660 [26.0]		660 [26.0]	
W700	MUFFLER CROSS SECTION - GASOLINE	212 [8.3]	212 [8.3]		212 [8.3]	
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]	45 [1.8]		45 [1.8]	
W702	END OF TAILPIPE TO C/L VEHICLE - GASOLINE	950 [37.4]	950 [37.4]		950 [37.4]	
W703	FRAME RAIL WIDTH	107 [4.2]	108 [4.2]		108 [4.2]	
W704	REAR FRAME RAIL WIDTH	866 [34.1]	868 [34.2]		868 [34.2]	
W705	DISTANCE FROM FRAME TO OUTSIDE OF REAR SPRING SHACKLE BRACKET	145 [5.7]	151 [5.9]		151 [5.9]	
W706	DISTANCE FROM FRAME TO OUTSIDE OF REAR SPRING HANGER BRACKET	177 [7.0]	153 [6.0]		153 [6.0]	

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – CREW CAB


℄
AXLE
CATALYTIC CONVERTER
℄
AXLE
L711
W702
℄
ENGINE
℄
VEHICLE
W701
W704
W700
W703
W706
W705
L703


L103
℄
AXLE
℄
AXLE
L404
L105
L706
L707
L709
L708
145 [5.7] F-350
147 [5.8] F-450/550
H701
L701
L702
L704
L104
L101

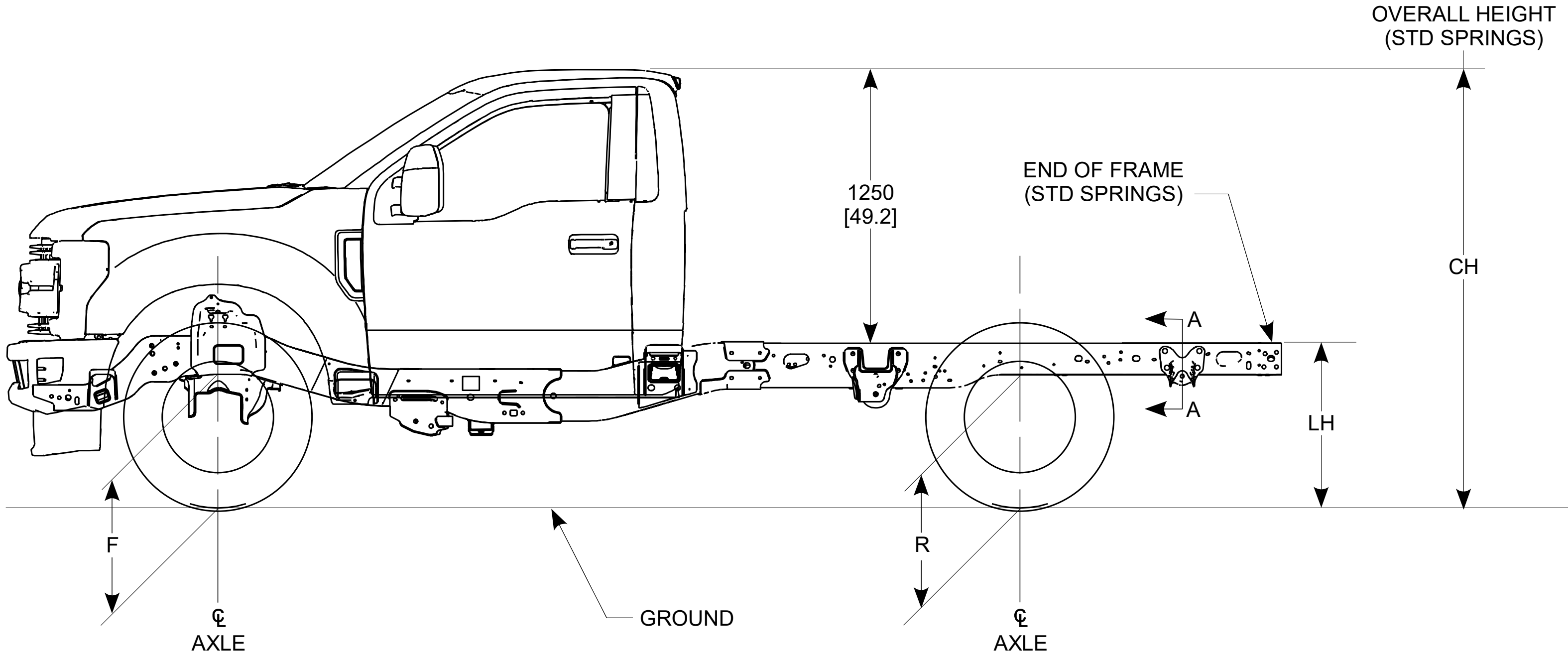
NOTE — [ ] DIMENSIONS ARE INCHES.
(Cont'd next page)

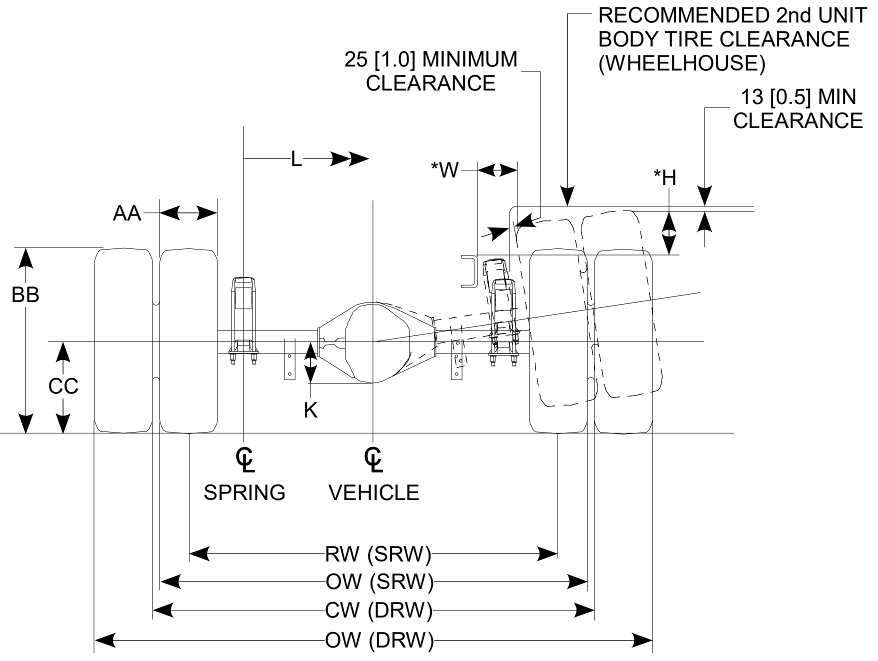
SUPER DUTY F-SERIES
DIMENSIONAL DATA
CHASSIS CAB – CREW CAB (Cont'd)

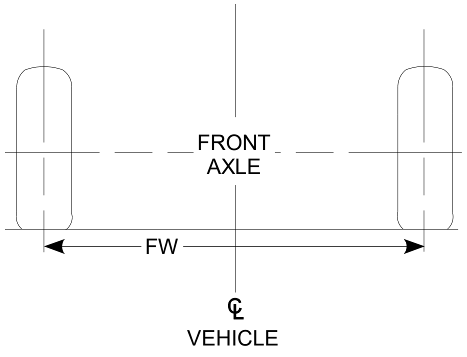
CODE	DESCRIPTION	F-350	F-450		F-550	
		SRW / DRW	DRW		DRW	
		4x2 / 4x4	4x2 / 4x4		4x2 / 4x4	
'()*	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	218 [8.6]	218 [8.6]		218 [8.6]	
L101	WHEELBASE	4565 [179.8]	4565 [179.8]	5175 [203.7]	4565 [179.8]	5175 [203.7]
L103	OVERALL LENGTH	6735 [265.2]	6735 [265.2]	7345 [289.2]	6735 [265.2]	7345 [289.2]
L104	FRONT OVERHANG	972 [38.3]	972 [38.3]		972 [38.3]	
L105	REAR OVERHANG	1198 [47.2]	1198 [47.2]		1198 [47.2]	
L404	BACK OF CAB TO C/L OF REAR AXLE	1524 [60.0]	1524 [60.0]	2134 [84.0]	1524 [60.0]	2134 [84.0]
L701	MUFFLER LENGTH - GASOLINE	688 [26.8]	688 [26.8]		688 [26.8]	
L702	MUFFLER REAR TO C/L REAR AXLE - GASOLINE	478 [18.8]	478 [18.8]		478 [18.8]	
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	661 [26.0]	663 [26.1]		663 [26.1]	
L704	C/L REAR AXLE TO C/L REAR SPRING SHACKLE BRACKET	748 [29.5]	747 [29.4]		747 [29.4]	
L706	REAR OF FRONT SPRING BRACKET TO C/L REAR AXLE	534 [21.0]	1068 [42.0]		534 [21.0]	
L707	C/L REAR AXLE TO FRONT OF REAR SPRING SHACKLE BRACKET	669 [26.4]	1268 [49.9]		634 [25.0]	
L708	REAR SPRING SHACKLE BRACKET WIDTH	200 [7.9]	220 [8.7]		220 [8.7]	
L709	FRONT SPRING SHACKLE BRACKET WIDTH	253 [11.2]	254 [10.0]		254 [10.0]	
L711	C/L OF REAR AXLE TO C/L OF EXHAUST PIPE – GASOLINE	660 [26.0]	660 [26.0]		660 [26.0]	
W700	MUFFLER CROSS SECTION - GASOLINE	212 [8.3]	212 [8.3]		212 [8.3]	
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]	45 [1.8]		45 [1.8]	
W702	END OF TAILPIPE TO C/L VEHICLE - GASOLINE	950 [37.4]	950 [37.4]		950 [37.4]	
W703	FRAME RAIL WIDTH	107 [4.2]	108 [4.2]		108 [4.2]	
W704	REAR FRAME RAIL WIDTH	866 [34.1]	868 [34.2]		868 [34.2]	
W705	DISTANCE FROM FRAME TO OUTSIDE OF REAR SPRING SHACKLE BRACKET	145 [5.7]	151 [5.9]		151 [5.9]	
W706	DISTANCE FROM FRAME TO OUTSIDE OF REAR SPRING HANGER BRACKET	177 [7.0]	153 [6.0]		153 [6.0]	

NOTE — [ ] DIMENSIONS ARE INCHES.

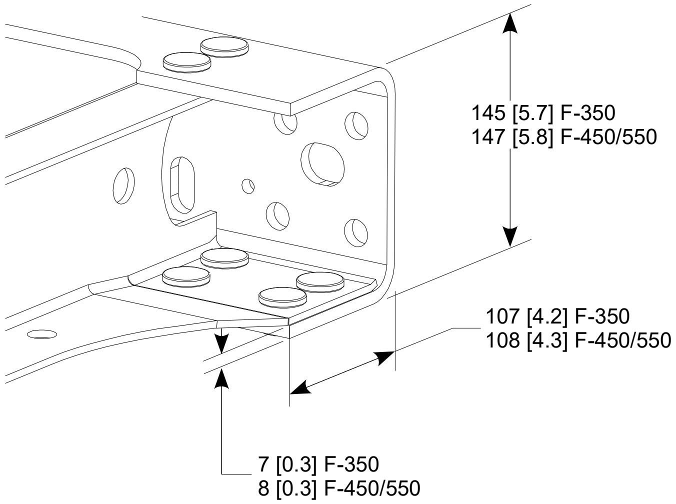
SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – REGULAR CAB


OVERALL HEIGHT
(STD SPRINGS)
1250
[49.2]
END OF FRAME
(STD SPRINGS)
CH
A
A
LH
F
R
GROUND
℄
AXLE
℄
AXLE

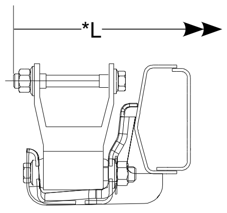

RECOMMENDED 2nd UNIT
BODY TIRE CLEARANCE
(WHEELHOUSE)
25 [1.0] MINIMUM
CLEARANCE
13 [0.5] MIN
CLEARANCE
L
*W
*H
AA
BB
CC
K
℄
SPRING
℄
VEHICLE
RW (SRW)
OW (SRW)
CW (DRW)
OW (DRW)


FRONT
AXLE
FW
℄
VEHICLE

FRONT TREAD WIDTH


145 [5.7] F-350
147 [5.8] F-450/550
107 [4.2] F-350
108 [4.3] F-450/550
7 [0.3] F-350
8 [0.3] F-450/550

END OF FRAME



SECTION A
ENLARGED

NOTES — [ ] DIMENSIONS ARE INCHES.
— **F** AND **R** VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
— **LH** IS FROM GROUND TO TOP OF FRAME RAIL.
— ***H** IS TOP OF FRAME AT ℄ OF REAR AXLE TO TOP OF TIRE IN JOUNCE.
— ***L** IS FROM OUTSIDE EDGE OF SHACKLE EYEBOLT.
— ***W** IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE.

(Cont'd next page)

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TRUCKS *Body Builders Layout Book*

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – REGULAR CAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-350 Regular Cab 4x2	**9,800** SRW	145.3	LT245/75R17E	mm	375	807	545	517	649	538	830	692	2009	1937	180 (C)	1056	1223	265	779	1735	1729	1994	---	219	275
				inches	14.8	31.8	21.5	20.3	25.5	21.2	32.7	27.2	79.1	76.3	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	8.6	10.8
	14k DRW	145.3		mm	375	807	549	516	655	547	837	704	2013	1942	183	1056	1223	254	779	1755	---	2342	1805	219	189
				inches	14.8	31.8	21.6	20.3	25.8	21.5	33.0	27.7	79.3	76.4	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	8.6	7.4
		169.3		mm	375	807	560	514	656	547	830	703	2012	1938	183	1056	1223	254	779	1755	---	2342	1805	218	189
				inches	14.8	31.8	22.0	20.2	25.8	21.5	32.7	27.7	79.2	76.3	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	8.6	7.4
F-350 Regular Cab 4x4	**9,800** SRW	145.3	LT245/75R17E	mm	375	807	627	603	711	601	886	747	2080	2011	180 (C)	1056	1223	265	779	1736	1729	1994	---	167	280
				inches	14.8	31.8	24.7	23.8	28.0	23.7	34.9	29.4	81.9	79.2	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	6.6	11.0
	14k DRW	145.3		mm	375	807	640	602	714	607	885	755	2088	2014	183	1056	1223	254	779	1756	---	2342	1805	165	193
				inches	14.8	31.8	25.2	23.7	28.1	23.9	34.8	29.7	82.2	79.3	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	6.5	7.6
		169.3		mm	375	807	647	600	710	602	874	749	2084	2010	183	1056	1223	254	779	1756	---	2342	1805	165	193
				inches	14.8	31.8	25.5	23.6	27.9	23.7	34.4	29.5	82.0	79.1	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	6.5	7.6
F-450 Regular Cab 4x2 w/o Spacer	**15k** DRW	145.3	225/70R19.5G	mm	381	813	648	609	725	607	899	755	2098	2018	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.5	24.0	28.5	23.9	35.4	29.7	82.6	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		145.3 (A)		mm	381	813	648	609	725	607	924	757	2098	2018	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.5	24.0	28.5	23.9	36.4	29.8	82.6	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		169.3		mm	381	813	655	608	721	602	888	749	2094	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.8	23.9	28.4	23.7	35.0	29.5	82.4	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		193.3		mm	381	813	658	607	720	602	884	750	2091	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.9	23.9	28.4	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		205.3		mm	381	813	658	607	720	602	883	750	2089	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.9	23.9	28.3	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
F-450 Regular Cab 4x4 w/o Spacer	**15k** DRW	145.3	225/70R19.5G	mm	381	813	639	611	725	607	902	755	2093	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.2	24.1	28.5	23.9	35.5	29.7	82.4	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		145.3 (A)		mm	381	813	639	611	725	607	929	756	2093	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.2	24.1	28.5	23.9	36.6	29.8	82.4	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		169.3		mm	381	813	647	610	720	602	889	749	2089	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.5	24.0	28.3	23.7	35.0	29.5	82.2	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		193.3		mm	381	813	659	607	720	602	884	750	2092	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.9	23.9	28.3	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		205.3		mm	381	813	658	607	720	602	883	750	2089	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.9	23.9	28.3	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4

(1) - The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].

(2) - Height at Base Curb Weight with standard springs.

(3) - Loaded Height at spring rating with standard springs.

(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).
FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].

(5) - AA is maximum grown width at maximum tire pressure and load.

(6) - CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

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Body Builders Layout Book

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – REGULAR CAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-550 Regular Cab 4x2 w/o Spacer	**17.5k** DRW	145.3	225/70R19.5G	mm	381	813	648	609	725	609	900	758	2098	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.5	24.0	28.6	24.0	35.4	29.9	82.6	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		145.3 (A)		mm	381	813	648	609	725	609	925	760	2098	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.5	24.0	28.6	24.0	36.4	29.9	82.6	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		169.3		mm	381	813	655	608	721	604	889	752	2094	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.8	23.9	28.4	23.8	35.0	29.6	82.4	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		193.3		mm	381	813	666	605	721	604	883	753	2096	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	26.2	23.8	28.4	23.8	34.8	29.6	82.5	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		205.3		mm	381	813	665	605	720	604	882	753	2094	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	26.2	23.8	28.4	23.8	34.7	29.6	82.4	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
F-550 Regular Cab 4x4 w/o Spacer	**17.5k** DRW	145.3	225/70R19.5G	mm	381	813	650	610	725	609	899	758	2099	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.6	24.0	28.5	24.0	35.4	29.8	82.6	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		145.3 (A)		mm	381	813	650	610	725	609	923	760	2099	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.6	24.0	28.5	24.0	36.3	29.9	82.6	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		169.3		mm	381	813	655	605	721	604	888	752	2094	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.8	23.8	28.4	23.8	35.0	29.6	82.4	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		193.3		mm	381	813	659	607	721	604	884	752	2092	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	25.9	23.9	28.4	23.8	34.8	29.6	82.4	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4
		205.3		mm	381	813	665	606	720	604	882	752	2094	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15.0	32.0	26.2	23.8	28.4	23.8	34.7	29.6	82.4	79.3	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	7.6	9.4

(1) - The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].
(2) - Height at Base Curb Weight with standard springs.
(3) - Loaded Height at spring rating with standard springs.
(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
(5) - AA is maximum grown width at maximum tire pressure and load.
(6) - CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

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SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – REGULAR CAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-550 Regular Cab 4x2 w/o Spacer	**19k (7.3L)** **19.5k (6.7L)** DRW	145.3	225/70R19.5G	mm	381	813	667	608	730	616	900	767	2110	2022	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	26.3	24.0	28.8	24.2	35.4	30.2	83.1	79.6	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
	19.5k DRW	169.3		mm	381	813	664	608	709	609	870	759	2093	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	26.1	24.0	27.9	24.0	34.3	29.9	82.4	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
		169.3 (B)		mm	381	813	653	607	709	609	885	761	2087	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	25.7	23.9	27.9	24.0	34.8	30.0	82.2	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
		193.3		mm	381	813	667	607	703	609	860	759	2090	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	26.3	23.9	27.7	24.0	33.9	29.9	82.3	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
		205.3		mm	381	813	673	606	703	609	858	759	2093	2016	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	26.5	23.8	27.7	24.0	33.8	29.9	82.4	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
F-550 Regular Cab 4x4 w/o Spacer	**19k (7.3L)** **19.5k (6.7L)** DRW	145.3	225/70R19.5G	mm	381	813	658	608	730	616	903	767	2105	2022	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	25.9	24.0	28.7	24.2	35.5	30.2	82.9	79.6	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
	19.5k DRW	169.3		mm	381	813	655	608	703	609	865	759	2086	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	25.8	24.0	27.7	24.0	34.0	29.9	82.1	79.5	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
		169.3 (B)		mm	381	813	653	606	702	609	875	762	2084	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	25.7	23.8	27.6	24.0	34.4	30.0	82.1	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
		193.3		mm	381	813	666	606	703	609	860	759	2089	2016	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	26.2	23.8	27.7	24.0	33.9	29.9	82.2	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4
		205.3		mm	381	813	665	606	702	609	860	759	2087	2016	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15.0	32.0	26.2	23.8	27.7	24.0	33.8	29.9	82.2	79.4	7.2	41.6	48.1	9.3	31.0	74.8	---	94.0	74.0	6.8	9.4

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(2) - Height at Base Curb Weight with standard springs.

(3) - Loaded Height at spring rating with standard springs.

(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].

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(6) - CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
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*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

(Cont'd next page)

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – REGULAR CAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F600 **Regular Cab** **4x2** (w/o spacer)	**22k** **DRW**	3691	19.5x6.75 15°DC	mm	395	841	665	624	734	628	906	778	2092	2026	183	1056	1223	257	815	1893	-	2420	1880	186	252
		145.3		inches	15.6	33.1	26.2	24.6	28.9	24.7	35.7	30.6	82.4	79.8	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		4300 (B)		mm	395	841	679	622	716	623	875	772	2087	2021	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3 (B)		inches	15.6	33.1	26.7	24.5	28.2	24.5	34.4	30.4	82.2	79.6	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		4300		mm	395	841	667	621	715	623	888	774	2079	2020	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3		inches	15.6	33.1	26.3	24.4	28.1	24.5	35.0	30.5	81.9	79.5	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		4910		mm	395	841	689	619	716	623	863	772	2091	2018	183	1056	1223	257	815	1893	-	2420	1880	186	252
		193.3		inches	15.6	33.1	27.1	24.4	28.2	24.5	34.0	30.4	82.3	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		5215		mm	395	841	687	619	716	623	871	772	2088	2017	183	1056	1223	257	815	1893	-	2420	1880	186	252
		205.3		inches	15.6	33.1	27.0	24.4	28.2	24.5	34.3	30.4	82.2	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
F600 **Regular Cab** **4x4** (w/o spacer)	**22k** **DRW**	3691	19.5x6.75 15°DC	mm	395	841	665	623	734	628	906	778	2092	2025	183	1056	1223	257	815	1893	-	2420	1880	186	252
		145.3		inches	15.6	33.1	26.2	24.5	28.9	24.7	35.7	30.6	82.4	79.7	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		4300 (B)		mm	395	841	677	621	716	623	875	772	2086	2020	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3 (B)		inches	15.6	33.1	26.7	24.4	28.2	24.5	34.4	30.4	82.1	79.5	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		4300		mm	395	841	667	619	715	623	888	775	2079	2019	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3		inches	15.6	33.1	26.3	24.4	28.1	24.5	35.0	30.5	81.9	79.5	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		4910		mm	395	841	681	619	716	623	872	772	2085	2018	183	1056	1223	257	815	1893	-	2420	1880	186	252
		193.3		inches	15.6	33.1	26.8	24.4	28.2	24.5	34.3	30.4	82.1	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9
		5215		mm	395	841	679	619	715	623	872	772	2083	2017	183	1056	1223	257	815	1893	-	2420	1880	186	252
		205.3		inches	15.6	33.1	26.7	24.4	28.1	24.5	34.3	30.4	82.0	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74.0	7.3	9.9

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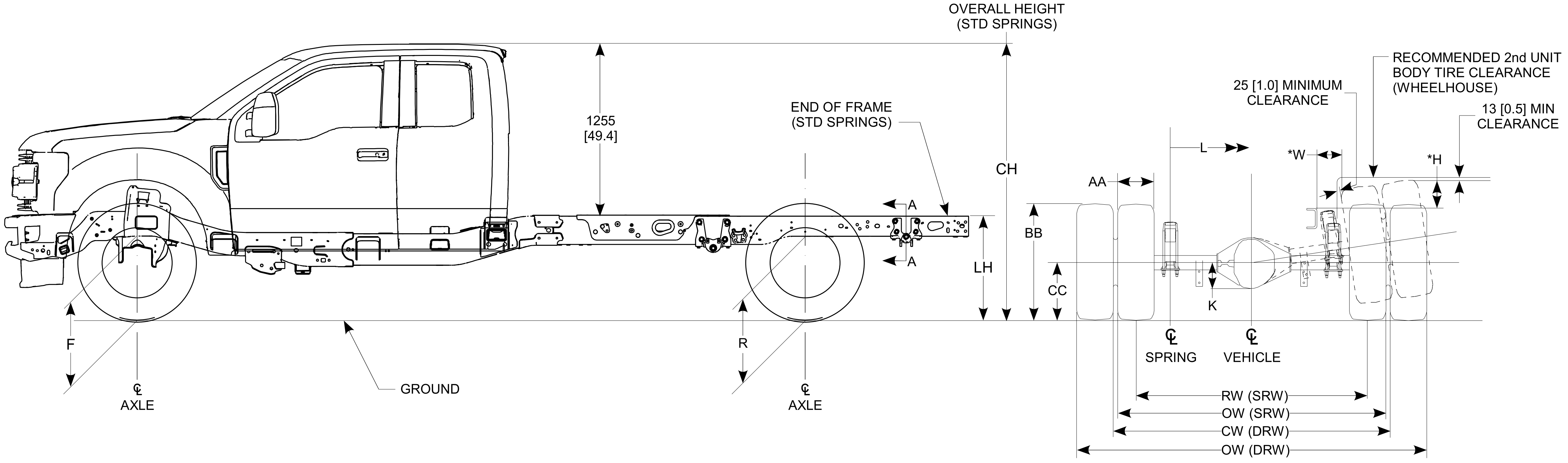
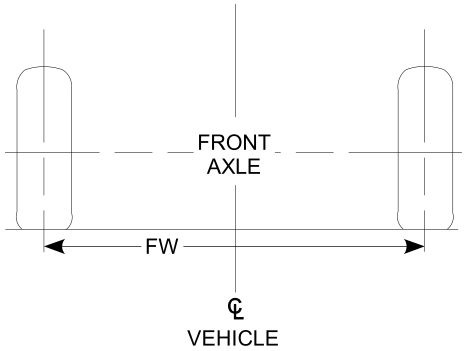
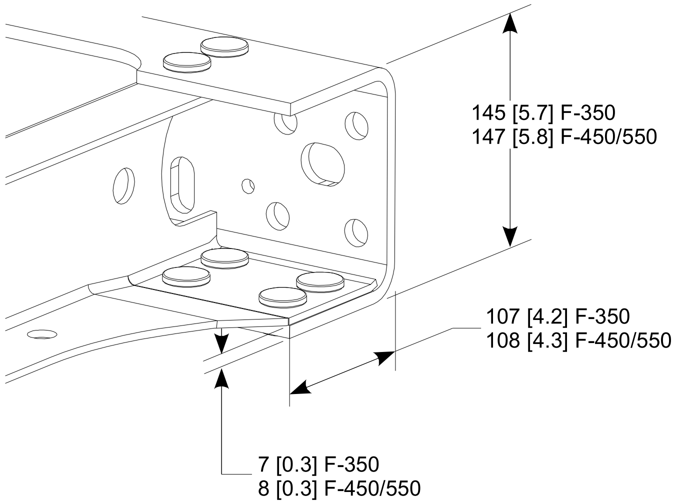
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – SUPERCAB

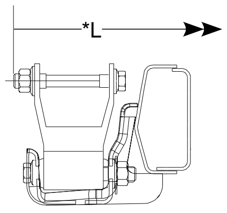

OVERALL HEIGHT
(STD SPRINGS)
1255
[49.4]
END OF FRAME
(STD SPRINGS)
CH
A
A
LH
F
R
GROUND
℄
AXLE
℄
AXLE
RECOMMENDED 2nd UNIT
BODY TIRE CLEARANCE
(WHEELHOUSE)
25 [1.0] MINIMUM
CLEARANCE
13 [0.5] MIN
CLEARANCE
L
*W
*H
AA
BB
CC
K
℄
SPRING
℄
VEHICLE
RW (SRW)
OW (SRW)
CW (DRW)
OW (DRW)


FRONT
AXLE
FW
℄
VEHICLE

FRONT TREAD WIDTH


145 [5.7] F-350
147 [5.8] F-450/550
107 [4.2] F-350
108 [4.3] F-450/550
7 [0.3] F-350
8 [0.3] F-450/550

END OF FRAME



SECTION A
ENLARGED

NOTES — [ ] DIMENSIONS ARE INCHES.
— **F** AND **R** VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
— **LH** IS FROM GROUND TO TOP OF FRAME RAIL.
— ***H** IS TOP OF FRAME AT ℄ OF REAR AXLE TO TOP OF TIRE IN JOUNCE.
— ***L** IS FROM OUTSIDE EDGE OF SHACKLE EYEBOLT.
— ***W** IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE.

(Cont'd next page)

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – SUPERCAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-350 Super Cab 4x2	**9,800** SRW	167.9	LT245/75R17E	mm	375	807	547	515	647	538	821	691	2014	1937	180 (C)	1056	1223	265	779	1735	1729	1994	---	219	275
				inches	14.8	31.8	21.5	20.3	25.5	21.2	32.3	27.2	79.3	76.3	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	8.6	10.8
	14k DRW	167.9		mm	375	807	556	515	653	547	827	703	2021	1942	183	1056	1223	254	779	1755	---	2342	1805	219	189
				inches	14.8	31.8	21.9	20.3	25.7	21.5	32.6	27.7	79.6	76.5	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	8.6	7.4
F-350 Super Cab 4x4	**9,800** SRW	167.9		mm	375	807	632	602	703	596	870	741	2082	2007	180 (C)	1056	1223	265	779	1735	1729	1994	---	167	280
				inches	14.8	31.8	24.9	23.7	27.7	23.5	34.2	29.2	82.0	79.0	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	6.6	11.0
	14k DRW	167.9		mm	375	807	642	600	708	602	873	749	2089	2009	183	1056	1223	254	779	1755	---	2342	1805	165.0	193.0
				inches	14.8	31.8	25.3	23.6	27.9	23.7	34.4	29.5	82.2	79.1	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	6.5	7.6
F-450 Super Cab 4x2 w/o Spacer	**15k** DRW	167.9	225/70R19.5G	mm	375	807	642	609	719	602	890	749	2096	2014	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.3	24.0	28.3	23.7	35.0	29.5	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		191.9		mm	375	807	655	607	719	602	883	750	2096	2013	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.8	23.9	28.3	23.7	34.8	29.5	82.5	79.2	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-450 Super Cab 4x4 w/o Spacer	**15k** DRW	167.9		mm	375	807	643	610	718	602	889	749	2096	2014	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.3	24.0	28.3	23.7	35.0	29.5	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		191.9		mm	375	807	648	608	718	602	884	749	2092	2014	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.5	24.0	28.3	23.7	34.8	29.5	82.4	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-550 Super Cab 4x2 w/o Spacer	**17.5k** DRW	167.9	225/70R19.5G	mm	375	813	652	608	719	604	887	752	2101	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.7	23.9	28.3	23.8	34.9	29.6	82.7	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		191.9		mm	375	813	655	607	719	604	884	752	2096	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.8	23.9	28.3	23.8	34.8	29.6	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-550 Super Cab 4x4 w/o Spacer	**17.5k** DRW	167.9		mm	375	813	643	610	719	604	889	752	2096	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.3	24.0	28.3	23.8	35.0	29.6	82.5	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		191.9		mm	375	813	656	608	719	604	883	752	2096	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.8	24.0	28.3	23.8	34.8	29.6	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-550 Super Cab 4x2 w/o Spacer	**19.5k** DRW	167.9	225/70R19.5G	mm	375	813	654	610	702	609	864	758	2091	2019	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	25.7	24.0	27.6	24.0	34.0	29.9	82.3	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4
		191.9		mm	375	813	664	607	702	609	860	759	2092	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	26.1	23.9	27.6	24.0	33.8	29.9	82.4	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4
F-550 Super Cab 4x4 w/o Spacer	**19.5k** DRW	167.9		mm	375	813	652	608	701	609	865	759	2090	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	25.7	23.9	27.6	24.0	34.0	29.9	82.3	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4
		191.9		mm	375	813	656	607	701	609	861	759	2088	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	25.8	23.9	27.6	24.0	33.9	29.9	82.2	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4

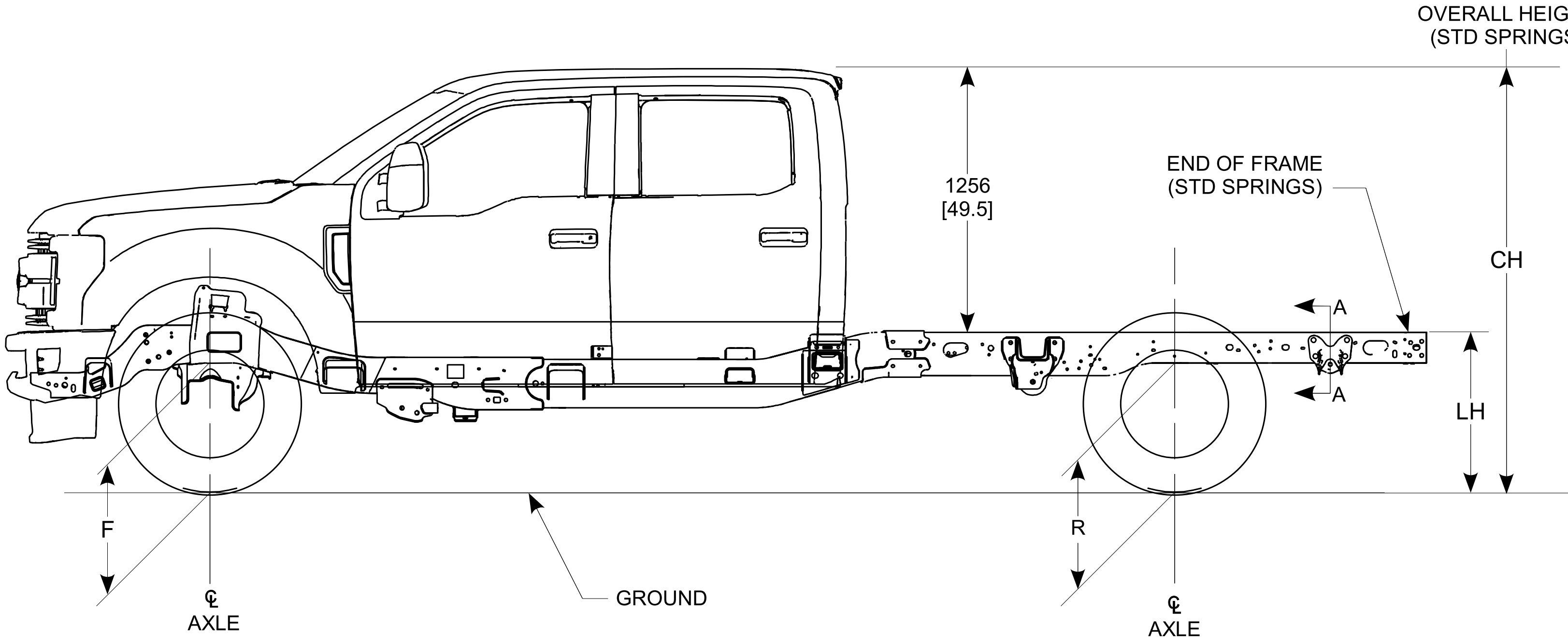
(1) - The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].
(2) - Height at Base Curb Weight with standard springs.
(3) - Loaded Height at spring rating with standard springs.
(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
(5) - AA is maximum grown width at maximum tire pressure and load.
(6) - CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – CREW CAB


OVERALL HEIGHT
(STD SPRINGS)
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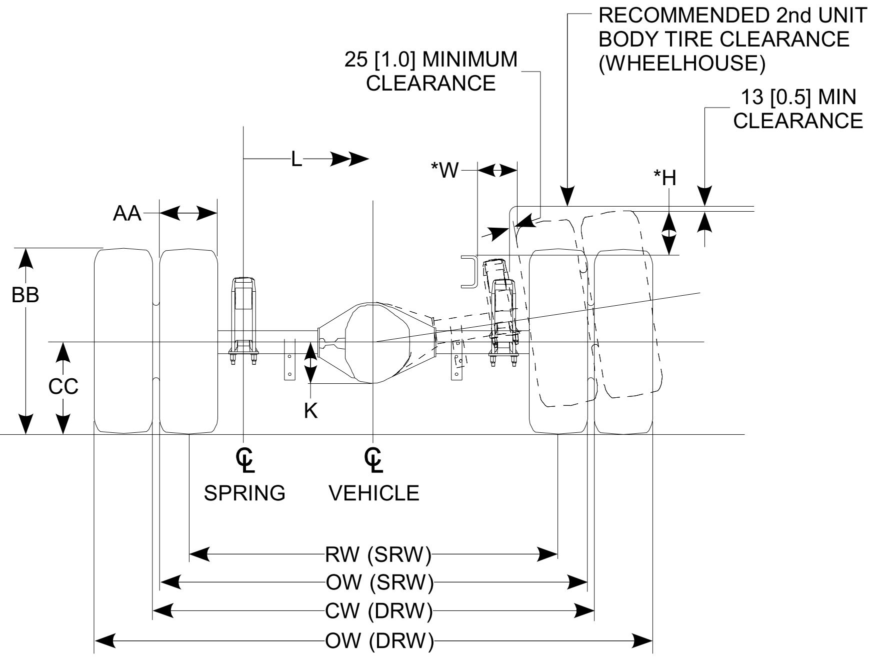
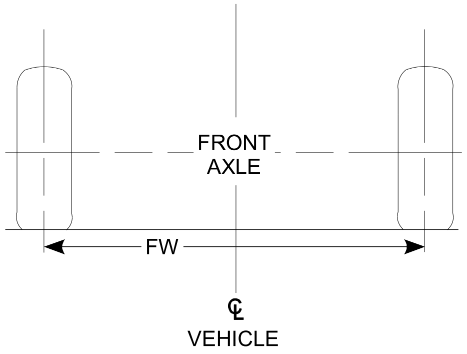
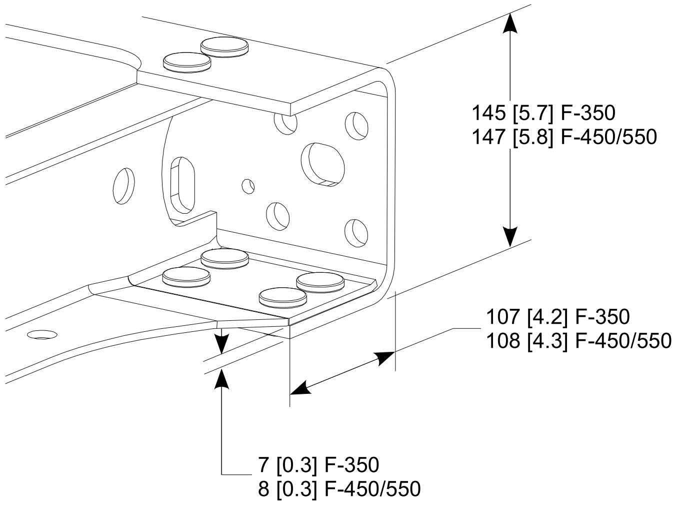
[49.5]
END OF FRAME
(STD SPRINGS)
CH
A
A
LH
F
R
℄
AXLE
GROUND
℄
AXLE

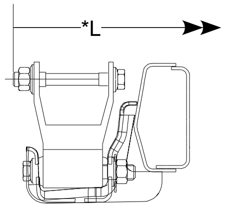

RECOMMENDED 2nd UNIT
BODY TIRE CLEARANCE
(WHEELHOUSE)
25 [1.0] MINIMUM
CLEARANCE
13 [0.5] MIN
CLEARANCE
L
*W
*H
AA
BB
CC
K
℄
SPRING
℄
VEHICLE
RW (SRW)
OW (SRW)
CW (DRW)
OW (DRW)


FRONT
AXLE
FW
℄
VEHICLE

FRONT TREAD WIDTH


145 [5.7] F-350
147 [5.8] F-450/550
107 [4.2] F-350
108 [4.3] F-450/550
7 [0.3] F-350
8 [0.3] F-450/550

END OF FRAME



SECTION A
ENLARGED

NOTES — [ ] DIMENSIONS ARE INCHES.
— **F** AND **R** VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
— **LH** IS FROM GROUND TO TOP OF FRAME RAIL.
— ***H** IS TOP OF FRAME AT ℄ OF REAR AXLE TO TOP OF TIRE IN JOUNCE.
— ***L** IS FROM OUTSIDE EDGE OF SHACKLE EYEBOLT.
— ***W** IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE.

(Cont'd next page)

Body Builders Layout Book

SUPER DUTY F-SERIES
AXLE / TIRE / VEHICLE HEIGHT DATA
CHASSIS CAB – CREW CAB (Cont'd)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH (1)		CH (1)		K	L	L*	AA (5)	BB	FW (4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-350 Crew Cab 4x2	**9,800** SRW	179.7	LT245/75R17E	mm	375	807	549	515	644	538	815	691	2017	1939	180 (C)	1056	1223	265	779	1735	1729	1994	---	219	275
				inches	14.8	31.8	21.6	20.3	25.3	21.2	32.1	27.2	79.4	76.3	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	8.6	10.8
	14k DRW			mm	375	807	553	514	652	547	825	702	2024	1944	182	1056	1223	254	779	1755	---	2342	1805	219	189
				inches	14.8	31.8	21.8	20.2	25.7	21.5	32.5	27.7	79.7	76.5	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	8.6	7.4
F-350 Crew Cab 4x4	**9,800** SRW	179.7		mm	375	807	639	600	700	596	863	741	2087	2007	180 (C)	1056	1223	265	779	1735	1729	1994	---	167	280
				inches	14.8	31.8	25.1	23.6	27.6	23.5	34.0	29.2	82.1	79.0	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	6.6	11.0
	14k DRW			mm	375	807	640	600	706	602	870	749	2091	2011	182	1056	1223	254	779	1755	---	2342	1805	165	193
				inches	14.8	31.8	25.2	23.6	27.8	23.7	34.3	29.5	82.3	79.2	7.2	41.6	48.1	10.0	30.7	69.1	---	92.2	71.1	6.5	7.6
F-450 Crew Cab 4x2 w/o Spacer	**15k** DRW	179.7	225/70R19.5G	mm	375	813	650	608	715	602	884	749	2102	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.6	23.9	28.1	23.7	34.8	29.5	82.8	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		203.7		mm	375	813	652	607	718	602	882	750	2098	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.7	23.9	28.3	23.7	34.7	29.5	82.6	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-450 Crew Cab 4x4 w/o Spacer	**15k** DRW	179.7		mm	375	813	642	610	717	602	886	749	2099	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.3	24.0	28.2	23.7	34.9	29.5	82.6	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		203.7		mm	375	813	646	608	718	602	883	749	2095	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.4	24.0	28.3	23.7	34.8	29.5	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-550 Crew Cab 4x2 w/o Spacer	**17.5k** DRW	179.7	225/70R19.5G	mm	375	813	650	608	718	604	885	752	2102	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.6	23.9	28.3	23.8	34.8	29.6	82.8	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		203.7		mm	375	813	652	607	719	604	883	752	2098	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.7	23.9	28.3	23.8	34.8	29.6	82.6	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-550 Crew Cab 4x4 w/o Spacer	**17.5k** DRW	179.7		mm	375	813	650	608	718	604	885	752	2102	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.6	24.0	28.3	23.8	34.8	29.6	82.8	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
		203.7		mm	375	813	654	607	718	604	882	752	2099	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	14.8	31.8	25.7	23.9	28.3	23.8	34.7	29.6	82.6	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	7.6	9.4
F-550 Crew Cab 4x2 w/o Spacer	**19.5k** DRW	179.7	225/70R19.5G	mm	375	813	652	610	701	609	863	758	2093	2020	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	25.7	24.0	27.6	24.0	34.0	29.8	82.4	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4
		203.7		mm	375	813	661	607	701	609	859	759	2093	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	26.0	23.9	27.6	24.0	33.8	29.9	82.4	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4
F-550 Crew Cab 4x4 w/o Spacer	**19.5k** DRW	179.7		mm	375	813	650	608	701	609	863	758	2092	2020	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	25.6	24.0	27.6	24.0	34.0	29.9	82.4	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4
		203.7		mm	375	813	654	607	701	609	861	759	2089	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	14.8	31.8	25.7	23.9	27.6	24.0	33.9	29.9	82.3	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94.0	74.0	6.8	9.4

(1) - The Height Data shown represents dimensions of a base/standard vehicle with no options. F and R Height dimensions are measured from ground to bottom of frame rail. LH dimension is measured from ground to top of frame rail. Actual height may vary due to production tolerances [completed vehicles only].
(2) - Height at Base Curb Weight with standard springs.
(3) - Loaded Height at spring rating with standard springs.
(4) - FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4).FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
(5) - AA is maximum grown width at maximum tire pressure and load.
(6) - CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.2L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear Wheels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

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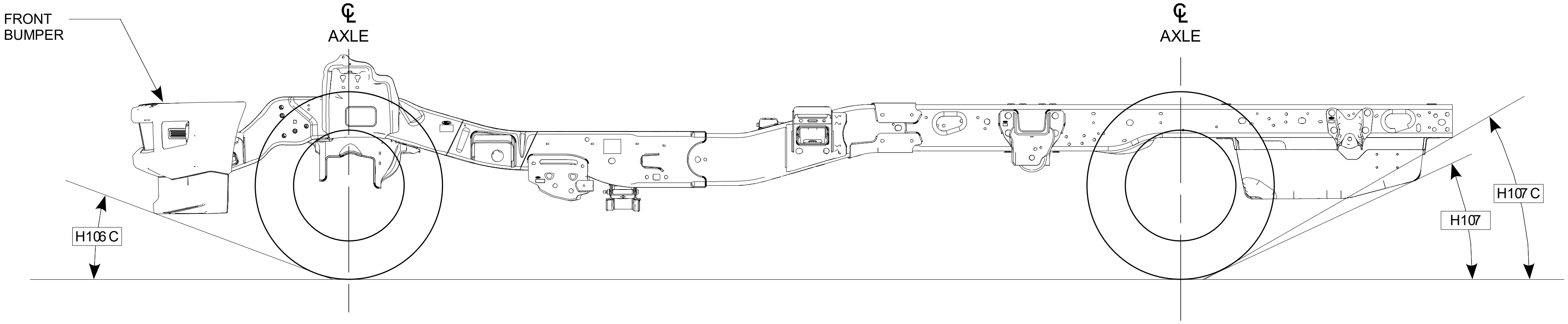
SUPER DUTY F-SERIES
CHASSIS CAB GROUND CLEARANCE
APPROACH & DEPARTURE ANGLES



Tire	Wheel Equipment	GVWR [lb]	Model	Wheelbase mm [in]	Drive	H106C Approach Angle*	H107C Departure Angle Frame Rail*	H107C Departure Angle Aft Fuel Tank*	H107 Departure Angle Aft Fuel Tank**
LT245/75R17E	SRW	9800	F-350 Regular Cab	3691	4x2	17.5	32.4	27.5	20.1
				[145.3]	4x4	17.2	34.8	30.7	23.3
			F-350 Super Cab	4265	4x2	17.8	32.0	27.1	20.0
				[167.9]	4x4	18.2	34.2	30.0	23.1
			F-350 Crew Cab	4565	4x2	18.1	31.7	26.8	19.9
				[179.8]	4x4	18.3	32.2	27.3	20.6
	DRW	14000	F-350 Regular Cab	3691	4x2	17.7	32.8	28.0	20.8
				[145.3]	4x4	18.5	34.8	30.7	23.7
				4301	4x2	18.8	32.4	27.7	20.7
				[169.3]	4x4	19.3	34.4	30.3	23.5
			F-350 Super Cab	4265	4x2	18.5	32.3	27.5	20.7
				[167.9]	4x4	18.9	34.4	30.2	23.5
			F-350 Crew Cab	4565	4x2	18.8	33.9	29.6	23.0
				[179.8]	4x4	18.8	34.2	30.0	23.4

* Approach and Departure angles measured at Base Curb weight with standard springs.
** Departure angle to Aft Fuel Tank measured at Loaded height with standard springs at spring rating.

NOTE — [ ] DIMENSIONS ARE DEGREES
UNLESS STATED OTHERWISE.

SUPER DUTY F-SERIES
CHASSIS CAB GROUND CLEARANCE
APPROACH & DEPARTURE ANGLES (Cont'd)

Tire	Wheel Equipment	GVWR [lb]	Model	Wheelbase mm [in]	Drive	H106C Approach Angle*	H107C Departure Angle Frame Rail*	H107C Departure Angle Aft Fuel Tank*	H107 Departure Angle Aft Fuel Tank**
225/70R19.5G	DRW	15000	F-450 Regular Cab	3691 [145.3]	4x2	19.0	35.2 19.5 (A)	31.2	23.6
					4x4	18.3	35.3 19.5 (A)	31.3	23.6
				4301 [169.3]	4x2	19.8	34.7	30.7	23.3
					4x4	19.2	34.8	30.8	23.3
				4911 [193.3]	4x2	20.2	34.5	30.5	23.3
					4x4	20.2	34.5	30.5	23.3
				5215 [205.3]	4x2	20.2	34.5	30.4	23.3
					4x4	20.2	34.4	30.4	23.3
			F-450 Super Cab	4265 [167.9]	4x2	18.8	34.8	30.8	23.3
					4x4	18.9	34.7	30.7	23.3
				4875 [191.9]	4x2	19.9	34.5	30.5	23.3
					4x4	19.4	34.5	30.5	23.3
			F-450 Crew Cab	4565 [179.8]	4x2	19.5	34.5	30.4	23.2
					4x4	18.8	34.6	30.5	23.2
				5175 [203.8]	4x2	19.8	34.4	30.4	23.4
					4x4	19.3	34.5	30.5	23.3
		17500	F-550 Regular Cab	3691 [145.3]	4x2	19.0	35.2 19.5 (A)	31.2	23.7
					4x4	19.2	35.1 19.4 (A)	31.2	23.7
				4301 [169.3]	4x2	19.8	34.7	30.7	23.5
					4x4	19.8	34.7	30.7	23.5
				4911 [193.3]	4x2	20.8	34.5	30.5	23.5
					4x4	20.2	34.5	30.5	23.5
				5215 [205.3]	4x2	20.8	34.4	30.4	23.5
					4x4	20.8	34.4	30.4	23.5
			F-550 Super Cab	4265 [167.9]	4x2	19.6	34.7	30.7	23.5
					4x4	18.9	34.8	30.7	23.5
				4875 [191.9]	4x2	19.9	23.5	30.5	34.5
					4x4	20.0	34.5	30.4	23.5
			F-550 Crew Cab	4565 [179.8]	4x2	19.5	34.6	30.4	23.4
					4x4	19.5	34.5	30.4	23.4
				5175 [203.8]	4x2	19.8	34.5	30.4	23.5
					4x4	19.9	34.4	30.4	23.5
		19500	F-550 Regular Cab	4301 [169.3]	4x2	19.8	21.3 (B)	30.7	23.5
					4x4	19.8	21.2 (B)	30.7	23.5

* Approach and Departure angles measured at base Curb weight with standard springs.
** Departure angle to Aft Fuel Tank measured at loaded height with standard springs at spring rating.
'(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension
'(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension

NOTE — [ ] DIMENSIONS ARE DEGREES UNLESS STATED OTHERWISE.

SUPER DUTY F-SERIES
CHASSIS CAB GROUND CLEARANCE
APPROACH & DEPARTURE ANGLES (Cont'd)

Wheel / Tire	Wheel Equipment	GVWR [lb]	Model	Wheelbase [in]	Drive	H106C Approach Angle*	H107C Departure Angle	H107C Departure Angle	H107 Departure Angle
245/70R19.5G	DRW	22k	F600 Regular Cab	145.3	4x2	23.1	34.5	30.5	24.8
					4x4	22.6	34.6	30.6	24.8
				169.3	4x2	23.1	34.3	30.3	24.5
					4x4	22.6	34.3	30.3	23.9
				193.3	4x2	22.9	34.2	30.2	24.4
					4x4	22.4	34.3	30.3	24.4
				205.3	4x2	22.9	34.2	30.1	24.5
					4x4	22.3	34.3	30.2	24.5

* Approach and Departure angles measured at base Curb weight with standard springs.
** Departure angle to Aft Fuel Tank measured at loaded height with standard springs at spring rating.

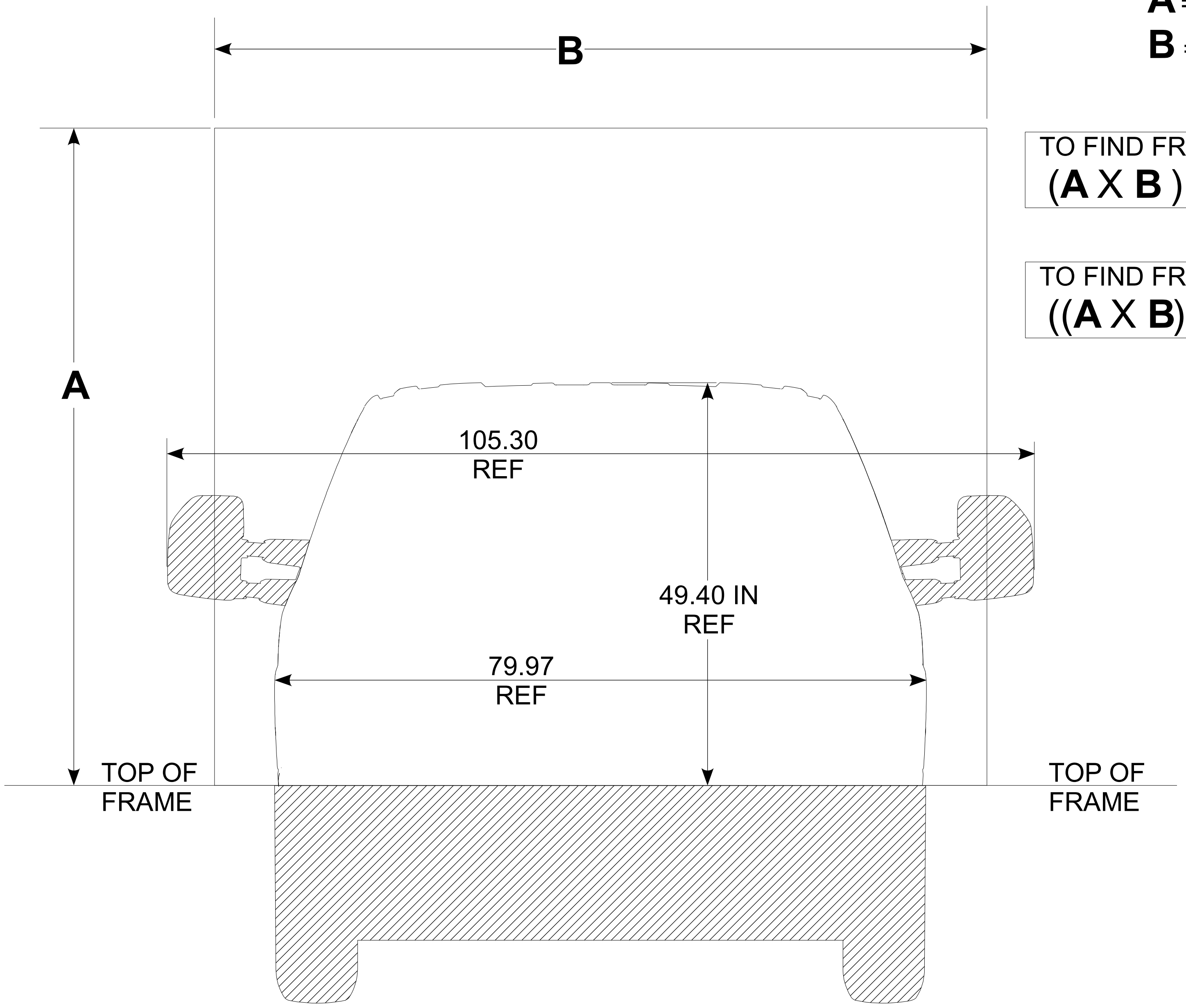
NOTE: Dimensions are in degrees unless stated otherwise.

SUPER DUTY F-SERIES
FRONTAL SURFACE AREA WORKSHEET
SRW

A = BOX HEIGHT IN INCHES
B = BOX WIDTH IN INCHES

TO FIND FRONT SURFACE AREA IN SQ INCHES
(**A** X **B**)+ 1960.7 =

TO FIND FRONT SURFACE AREA IN SQ FEET
((**A** X **B**) / 144) + 13.62 =



Refer to the Super-Duty Incomplete Vehicle Manual (IVM) for frontal area limitations.
https://fordbbas.com/publications

BELOW FRAME SHADED AREA EQUALS
1069490.0 / (25.4 X 25.4) = 1657.7128 SQ. IN.
1657.7128 / (12 X 12) = 11.5118 SQ. FT.

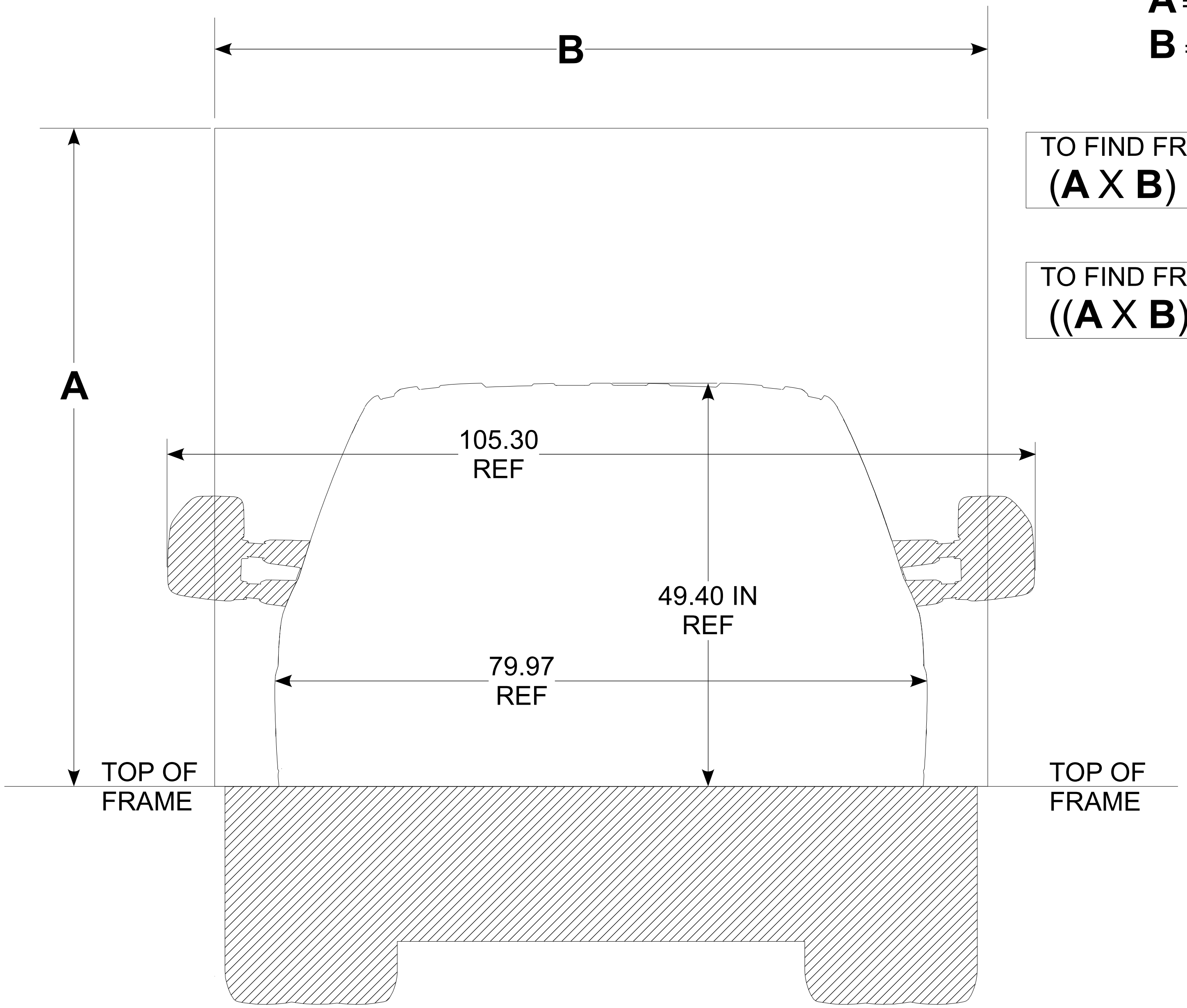
MIRROR SHADED AREA EQUALS
(97748.7 X 2) / (25.4 X 25.4) = 303.0215 SQ. IN.
303.0215 / (12 X 12) = 2.1043 SQ. FT.

TOTAL SHADED AREA EQUALS
1264987.4 / (25.4 X 25.4) = 1960.7343 SQ. IN.
1960.7343 / (12 X 12) = 13.6162 SQ. FT.

F SUPER DUTY FRONT SURFACE AREA WORKSHEET – SRW

SUPER DUTY F-SERIES
FRONTAL SURFACE AREA WORKSHEET
DRW

A = BOX HEIGHT IN INCHES
B = BOX WIDTH IN INCHES



TO FIND FRONT SURFACE AREA IN SQ INCHES
(**A** X **B**) + 2366.8 =

TO FIND FRONT SURFACE AREA IN SQ FEET
((**A** X **B**) / 144) + 16.44 =

Refer to the Super-Duty Incomplete Vehicle Manual (IVM) for frontal area limitations.
https://fordbbas.com/publications

BELOW FRAME SHADED AREA EQUALS
1331440.0 / (25.4 X 25.4) = 2063.7361 SQ. IN.
2063.7361 / (12 X 12) = 14.3315 SQ. FT.

MIRROR SHADED AREA EQUALS
(97748.7 X 2) / (25.4 X 25.4) = 303.0215 SQ. IN.
303.0215 / (12 X 12) = 2.1043 SQ. FT.

TOTAL SHADED AREA EQUALS
1526937.4 / (25.4 X 25.4) = 2366.7577 SQ. IN.
2366.7577 / (12 X 12) = 16.4358 SQ. FT.

F SUPER DUTY FRONT SURFACE AREA WORKSHEET – DRW

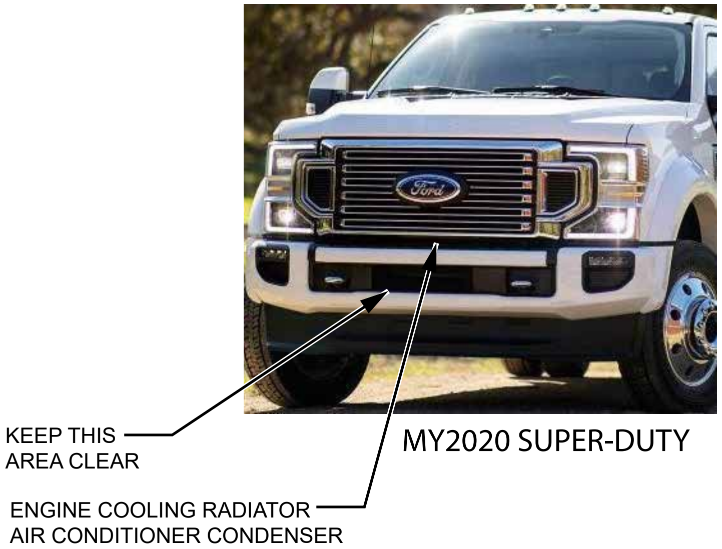
Design Info / Recommendations

SUPER DUTY F-SERIES

Design Info / Recommendations Ambulance

NOTE:
A Ford vehicle is sutiable for final stage manufacture into a ambulance only if eqipped with a ford ambulance preparation package.Ford urges ambulance manufacturers to follow the recommendation furnished in the incomplete Vehicle manual, (and any pertinent supplements), and the Qualified Vehicle Modifier(QVM) guidelines. Using a Ford Vehicle without the Ford ambulance Preparation package to produce an ambulance voids the Ford waranty and could result in elevated the underbody temperature, fuel over-pressurization and the risk of fuel expulsion and fires. Vehicles eqipped with Ford Ambulance Preparation packages have labels located on (the inside) driver door lock pillar that state that the vehicle is so equipped.

INFORMATION:
Ford urges careful consideration of the recommendations that follow.They are based on analyses of component and vehicle tests,actual service situation, and engineering judgements.Disregard of these recommendations may affect the duarbility,reliability,handling and performance characteristics of a completed vehicle and may elevate underbody temperature and increase the potential for fire or may affect the safety of the occupants in the event of an accident.
These recommendations are supplemental to U.S.And Canadian Motor Vehicle Safety compliance representaions provided in the https://fordbbas.com/publications. Additional information is also provided in this book and the *Ford Truck Shop Manual* which may be helpful to Subsequent stage manufacturers are encouraged to contact the Ford Truck Body Builder Advisory Service if they have any question conerning these recommendations; contact information is available at online at https://fordbbas.com



MY2020 SUPER-DUTY

GUIDELINES

1. All Exhaust System, Electrical and Underbody Heat Management statements in the Second Unit Body Mounting section, and also the GENERAL BBLB document (on https://fordbbas.com/publications), apply to completed ambulance type vehicles.

2. Equipment such as flashing lights and sirens,spare tire,or any other accessories should not be installed in the grille area forward of the radiator or air cleaner air inlet. Doing so restricts proper airflow through the radiator and engine compartment.Lights,Speakers or sirens should not be mounted in the center area of the grille.Equipment should be mounted as far outboard as possible, not to exceed 90 square inches each or 180 square inches combined in area.Electrical equipment,regardless of mounting location,should not be grounded through the hood sheet metal nor hinges due to possible damage to the radio system and wiring.
   An ambulance is not to be used as a tow vehicle.

SUPER DUTY F-SERIES

ALL SUPER-DUTY

SPOTLIGHT MOUNTING GUIDELINES (ON A-PILLAR) (Q-275)

Upfitters may consider mounting a handoperated spotlight to the Super-Duty A-pillar utilizing a maximum ½" diameter hole per these guidelines.

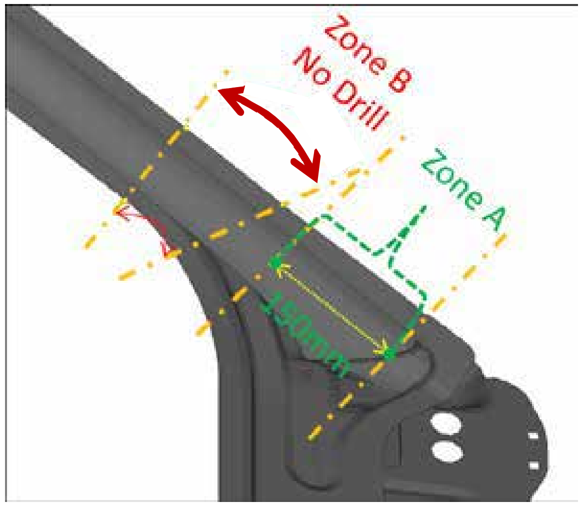

Zone B
No Drill
Zone A
150mm

Figure 1 – Drill Zone

Figure 1: Drill hole in Zone A from A-pillar outer surface at the angle required to mount the spotlight. Do not drill the A-pillar and its components at Zone B (outer surface, hydro-formed tube and innermost surface).
Avoid any components/assemblies held within or between the A-Pillar structure and the plastic interior trim when drilling attachment holes.

Figure 2: Cross sectional view looking down on the Apillar from above showing the structural layers of the Apillar

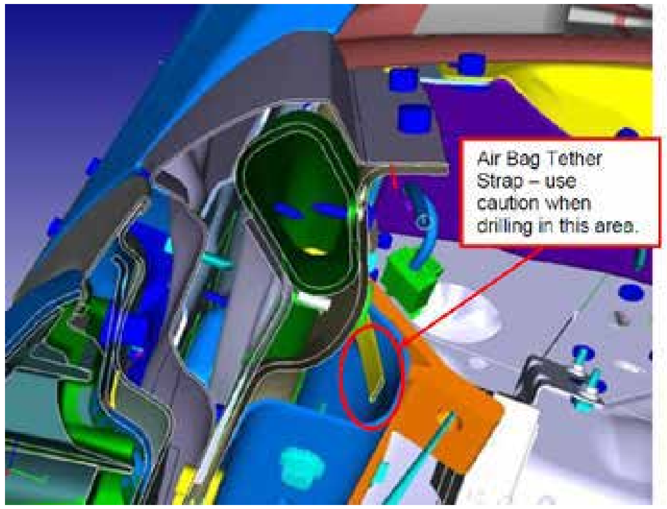

Air Bag Tether Strap – use caution when drilling in this area.

Figure 2 – A-pillar Cross-section

Figure 3: Interior wall attachment of the air bag tether. Care must be taken when drilling through the a pillar to avoid the tether.

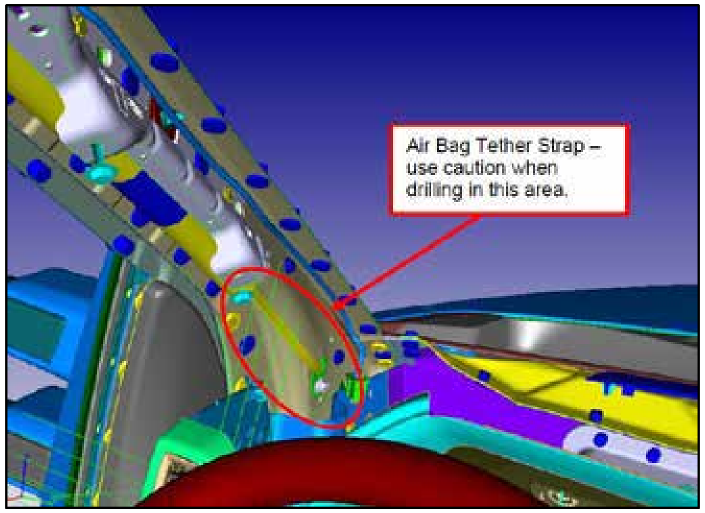

Air Bag Tether Strap – use caution when drilling in this area.

Figure 3 – Air Bag Tether

Note that the final responsibility for the compliance of the completed vehicle rests with the vehicle modifier to certify, as prescribed by Title 49, Code of Federal Regulations, Part 567.5, that the vehicle conforms to all applicable Federal Motor Vehicle Safety Standards.

Design Info / Recommendations

All Super-Duty

Aftermarket Auxiliary AC System Control

This is a summary of BBAS Bulletin Q-255 for Super-Duty Chassis Cab trucks. Refer to the actual bulletin, located on www.fordbbas.com/publications , for the full instructions for Final Stage Manufacturers to add auxiliary air conditioning systems. No prep packages are available. Tap into the system using custom lines that obtain the liquid between the receiver dryer and front Thermostatic Expansion Valve (TXV), and return the suction line between the front TXV and the compressor. The secondary evaporator must use a TXV.

The performance of the Ford defrost and defog system must not be diminished by the addition of auxiliary heater or air conditioning systems. Final Stage Manufacturers are reminded of their responsibility to maintain compliance to **FMVSS 103** and **CMVSS 103**, Windshield Defrosting and Defogging Systems.

The addition of aftermarket auxiliary air conditioning will require control of the AC clutch via vehicle CAN bus. It is recommended that when installing an auxiliary AC/Heater system package the Final Stage Manufacturer meet or exceed the current standard of the current production vehicle line in occupant comfort performance both in heating and air conditioning.

AIR CONDITIONING

1. R134a charged AC systems must use PAG type lubricating oil YN-12-D, Ford part number WSH-M1C231-B. Always use the same refrigerant and oil as equipped with the production vehicle.

Reference current production R134a & PAG oil charge levels:

F350 / 450 / 550	Transmission	R134a (oz)	PAG Oil (oz)
Gas	TorqShift ® 6R or 5-Spd Manual	27 ± 1.0	4.1
Gas or Diesel	TorqShift ® 10R	27 ± 1.0	3.7

2. Ford Motor Company front system specs:
- TXV size: 2.0 Ton (Gas with TorqShift ® 6R or 5-Spd Manual).
- TXV Size: 1.5 Ton (Gas or Diesel with TorqShift ® 10R).
- AC Compressor Displacement: 200cc fixed (Gas with TorqShift ® 6R or 5-Spd Manual).
- AC Compressor Displacement: 170cc eVDC (Gas or Diesel with TorqShift ® 10R).
- AC Condenser heat rejection (Gas): 11.3KW avg (Gas with TorqShift ® 6R or 5-Spd Manual).
- AC Condenser heat rejection (Diesel): 11.3KW avg (Gas or Diesel with TorqShift ® 10R).
- AC Condenser heat rejection (Gas with 10-speed transmission): 12.9 kW

3. Auxiliary AC unit musts:
- Do NOT use CCOT / orifice tube systems in combination with the front Ford Motor Company TXV system.
- A TXV with a refrigerant bleed is required. This will allow oil and refrigerant to return back to the AC Compressor.
- It is the responsibility of the Final Stage Manufacturer when combining an auxiliary AC system with the Ford Motor Company AC system to perform a REFRIGERANT CHARGE LEVEL DETERMINATION TEST and OIL IN CIRULATION and EVAPORTATOR CORE ICING.
- It is the responsibility of the Final Stage Manufacturer to maintain a 4% suspended oil ratio in the AC system for proper compressor lubrication.
- A label stating the total refrigerant charge, type of refrigerant (R134a), and type of compressor lubricating oil (PAG), must be affixed in a conspicuous place in the engine compartment.
- Compressor discharge gas temperature should not exceed 130°C skin temperature when measured under any conditions. Skin temperature should be measured on the AC discharge line immediately out of the compressor below the muffler.

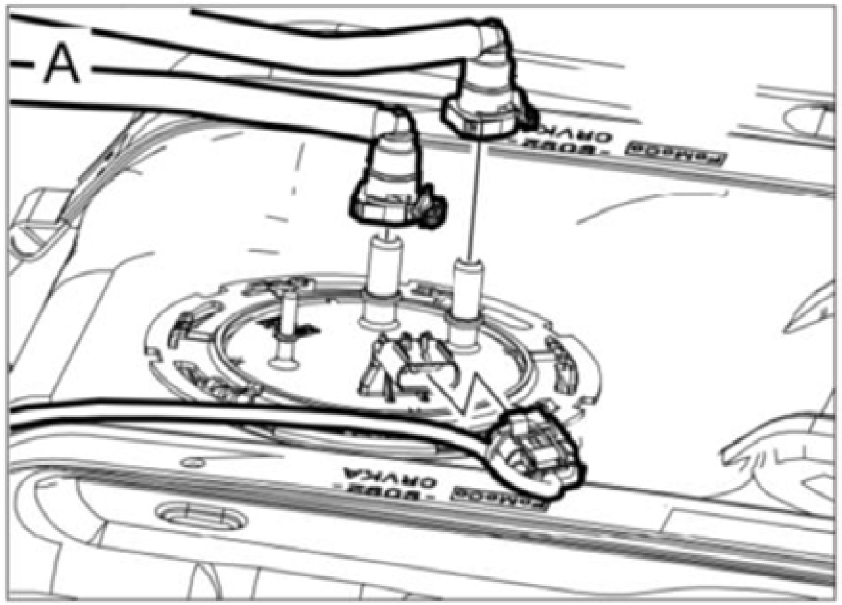
4. At no time should the fan shroud or stator be modified or trimmed.
5. Do not modify any of the front end seals to the cooling module. These prevent hot air recirculation from coming back into the AC Condenser.
6. Establish a quality control method to inspect and resolve leaks, kinks, inadequate clearance issues, and total system operations.
7. DO NOT splice into any compressor wire harness. Must use an aftermarket CAN vehicle-control module to communicate with vehicle to activate compressor clutch.
8. If rear AC system is ON the front AC may be ON or OFF. The aftermarket CAN control module will request the AC clutch on if the rear AC is on and the front AC is off.

SUPER DUTY F-SERIES
Fuel System – Aux Fuel Port Connector Kit

To use the auxiliary fuel port on the F350-550 Chassis Cab aft-of-axle or mid-ship fuel tank, a service kit can be obtained from your local Ford dealership parts department.

Aux Fuel Port Service Kit Number: 9C2Z-9B210-A

The kit includes a quick connector, a clamp and tag. Install this kit to allow installed equipment (such as a generator) to use fuel from the vehicle fuel tank. Return-fuel is to be routed back to the tank through the fuel-fill.



All Super-Duty Chassis Cab fuel tanks (except the aft tank on dual-tank diesels) come equipped with an Auxiliary Fuel Port located in the fuel sender unit on the top of the fuel tank. These Aux Fuel Ports can provide a fuel supply to upfitter-installed equipment such as generators. Aux Fuel Ports are not available on Super-Duty Pickups or Box-deletes.

Chassis Cab Super-Duty F-Series mid-ship and aft-of-axle fuel tanks are equipped with an auxiliary fuelport in the fuel sender unit. The purpose is to provide a fuel supply for upfitter-installed accessories such as generators.

	Fuel Tank Capacity *	
	26.5 Gallon	**40 Gallon**
Model	**Remaining Fuel Volume (Gallons) at Auxiliary FuelTube Shut-off**	
F-Super-Duty (Gasoline)	3.4	5.0
F-Super-Duty (Diesel)	3.4	5.0

* The available 48-gallon aft fuel tank does not have an aux fuel port.

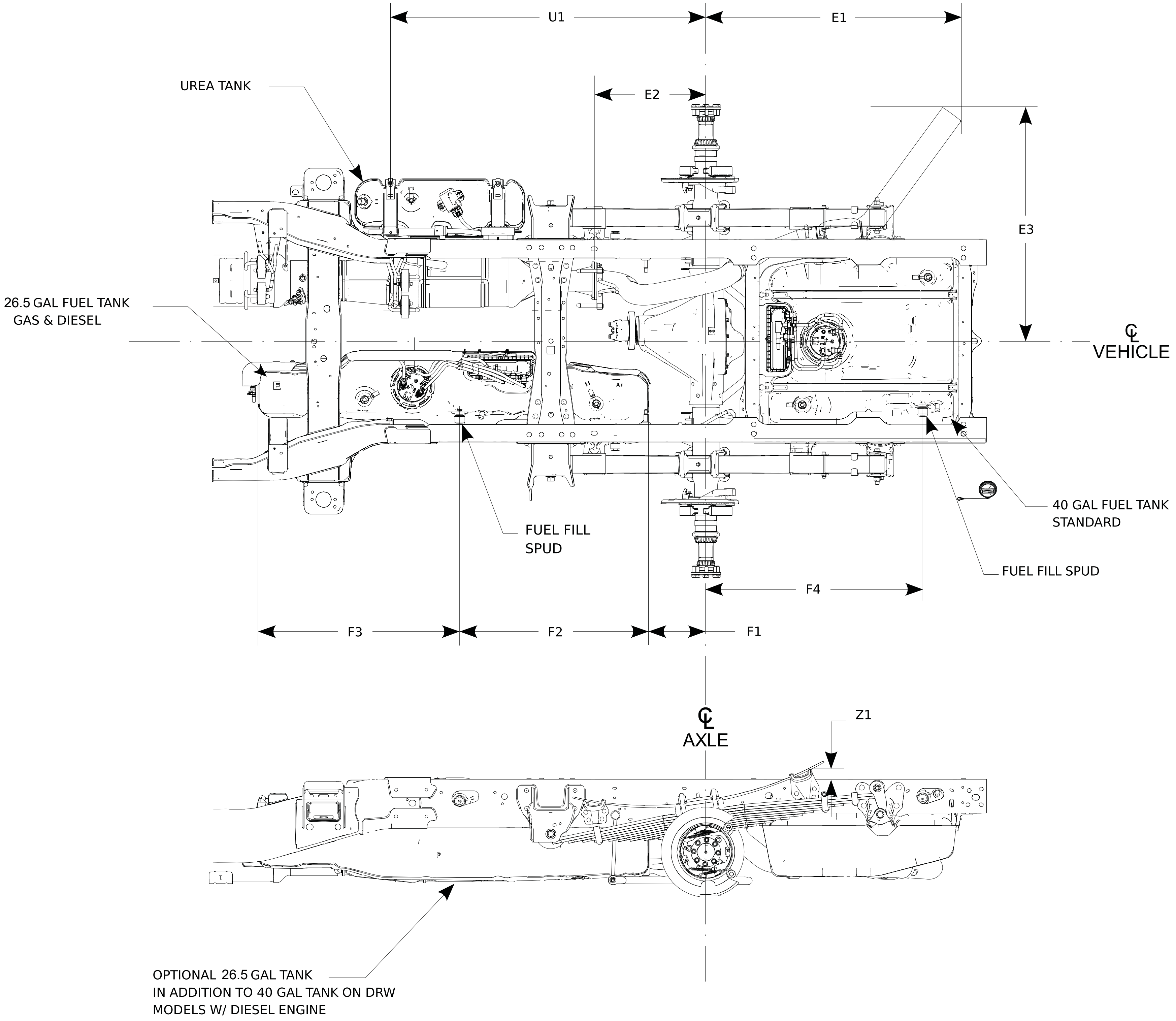
Other parts that can be purchased separately:

VEHICLE	ENGINE	FUEL TANK	FUEL FILL KIT P/N
F-Super Duty			
Chassis Cab	Diesel	Midship	HC3Z-9B149-A
		Aft of axle	HC3Z-9B149-C
	Gas	Midship	HC3Z-9B149-B
		Aft of axle	HC3Z-9B149-D
Wide Frame Pickup	Diesel	Box delete	HC3Z-9B149-E
		Box removed	9C3Z-9B149-B
	Gas	Box delete	HC3Z-9B149-F
		Box removed	8C3Z-9B149-J

Check with your Ford dealer for the latest part numbers.

PART DESCRIPTION	SERVICE P/N
Support (unskirted body)	E0TZ-9040-A
Label – Unleaded Fuel	D702-9A095-A
Label – Diesel Fuel	E432-9A095-A

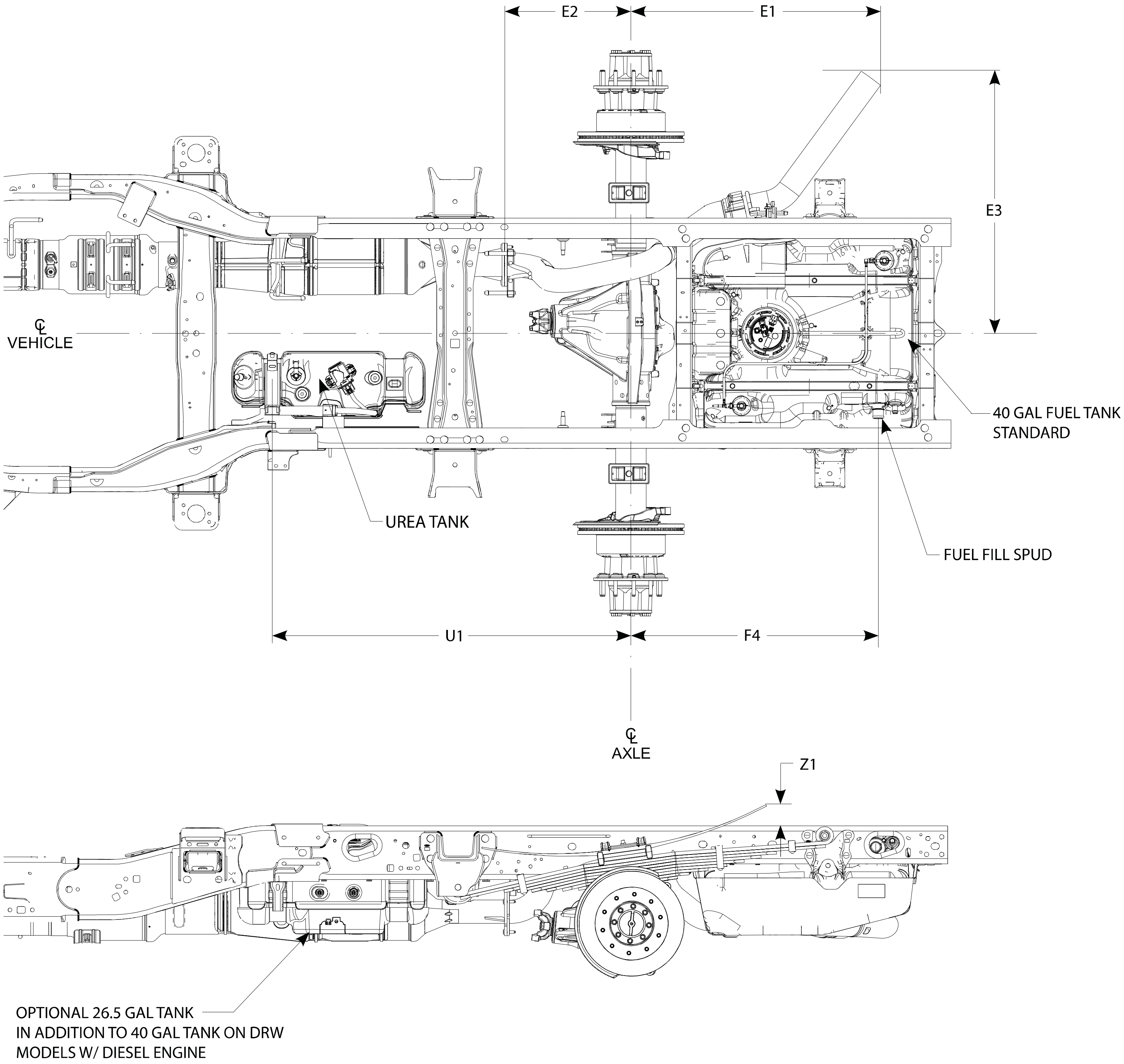
SUPER DUTY F-SERIES
CHASSIS CAB – NARROW FRAME
EXHAUST / FUEL SYSTEM – OUTBOARD UREA TANK (DIESEL ONLY)


U1
E1
E2
E3
UREA TANK
26.5 GAL FUEL TANK
GAS & DIESEL
℄
VEHICLE
FUEL FILL
SPUD
40 GAL FUEL TANK
STANDARD
FUEL FILL SPUD
F4
F3
F2
F1
℄
AXLE
Z1
OPTIONAL 26.5 GAL TANK
IN ADDITION TO 40 GAL TANK ON DRW
MODELS W/ DIESEL ENGINE

Urea (DEF*) systems are required in markets that require low-sulfur diesel fuel. Consult your dealer for applicable markets.

* DEF: Diesel Exhaust Fluid

SUPER DUTY F-SERIES
CHASSIS CAB – NARROW FRAME
EXHAUST / FUEL SYSTEM – INBOARD UREA TANK (DIESEL ONLY)


E2
E1
E3
℄
VEHICLE
40 GAL FUEL TANK
STANDARD
UREA TANK
FUEL FILL SPUD
U1
F4
℄
AXLE
Z1
OPTIONAL 26.5 GAL TANK
IN ADDITION TO 40 GAL TANK ON DRW
MODELS W/ DIESEL ENGINE

Urea (DEF*) systems are required in markets that require low-sulfur diesel fuel. Consult your dealer for applicable markets.

* DEF: Diesel Exhaust Fluid

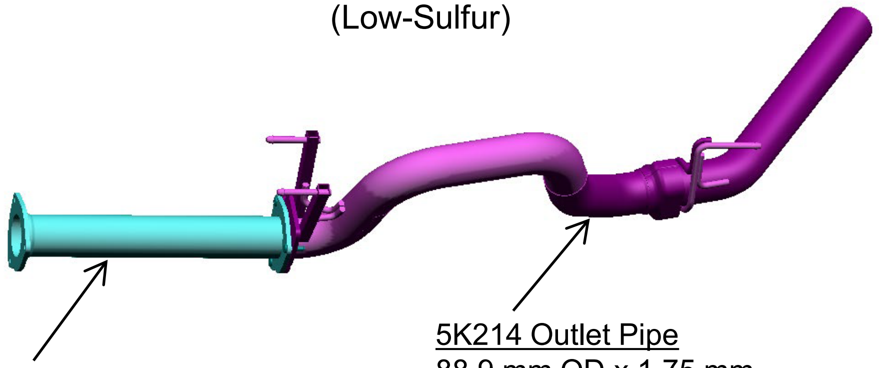
SUPER DUTY F-SERIES
CHASSIS CAB – NARROW FRAME
EXHAUST / FUEL SYSTEM (Cont'd)

Model	Wheelbase	Exhaust System			Fuel Tank				Urea Tank		Aux Bracket
Chassis Cab	**(in.)**	**E1 (mm / in.)**	**E2 (mm / in.)**	**E3 (mm / in.)**	**F1 (mm / in.)**	**F2 (mm / in.)**	**F3 (mm / in.)**	**F4 (mm / in.)**	**U1 Outboard-Mounted (mm / in.)**	**U1 Inboard-Mounted (mm / in.)**	**Z1 (mm / in.)**
Regular Cab	145	1014 / 40.0	475 / 18.7	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	1351 / 53.2	1351 / 53.2	44 / 1.7
	169	1014 / 40.0	1087 / 42.8	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	1961 / 77.2 *	1351 / 53.2	44 / 1.7
	193	1014 / 40.0	1696 / 66.8	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	2570 / 101.2 *	1351 / 53.2	44 / 1.7
	205	1014 / 40.0	2001 / 78.8	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	2875 / 113.2 *	1351 / 53.2	44 / 1.7
SuperCab	168	1014 / 40.0	1051 / 41.4	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	1351 / 53.2	1351 / 53.2	44 / 1.7
	192	1014 / 40.0	1661 / 65.4	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	1961 / 77.2 *	1351 / 53.2	44 / 1.7
Crew Cab	180	1014 / 40.0	1351 / 53.2	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	1351 / 53.2	1351 / 53.2	44 / 1.7
	204	1014 / 40.0	1961 / 77.2	938 / 37.0	251 / 9.9	803 / 31.6	858 / 31.7	928 / 36.5	1961 / 77.2 *	1351 / 53.2	44 / 1.7

* Aft-of-Axle Fuel Tank

Diesel

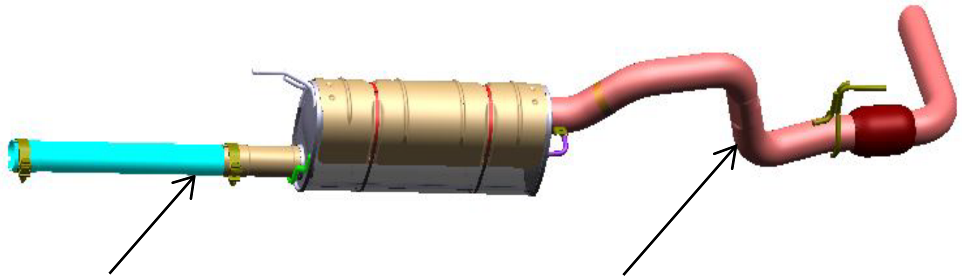
(Low-Sulfur)



5A212 Extension Pipe
88.9 mm OD x 1.75 mm
Material: SS 409 per ASTM A240

5K214 Outlet Pipe
88.9 mm OD x 1.75 mm
Material: 409 ALS per ASTM A463

Gas and High-Sulfur Diesel

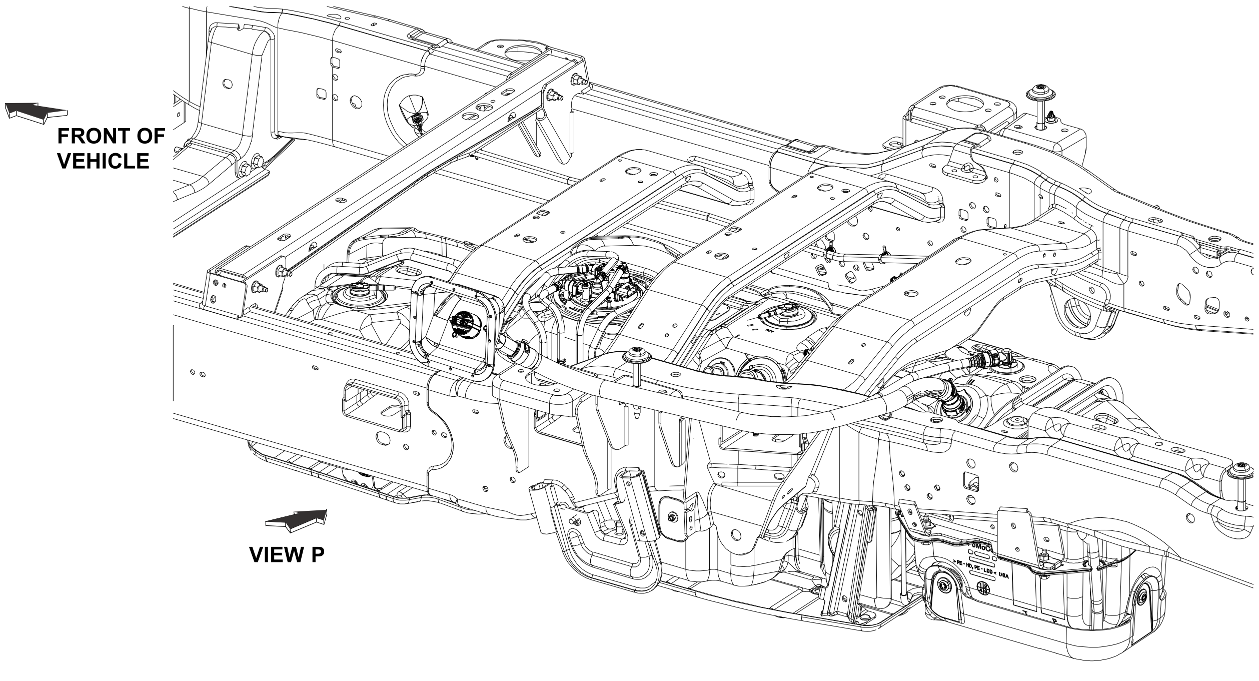


5A212 Extension Pipe
76.2 mm OD x 1.75 mm
Material: SS 409 per ASTM A240

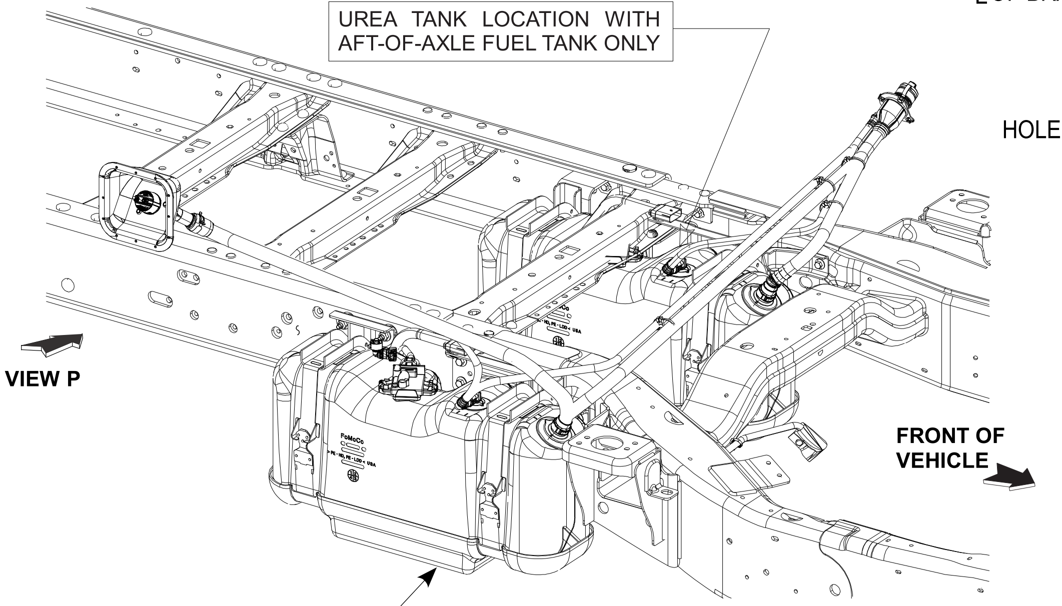
5K214 Outlet Pipe
88.9 mm OD x 1.75 mm
Material: 409 ALS per ASTM A463

Note: See 2020 General BBLB for additional guidance on Exhaust System modifications.

SUPER DUTY F-SERIES
PICKUP BOX DELETE & CHASSIS CAB
UREA FILLER PIPE INSTALLATION – DIESEL ENGINE


FRONT OF VEHICLE
VIEW P

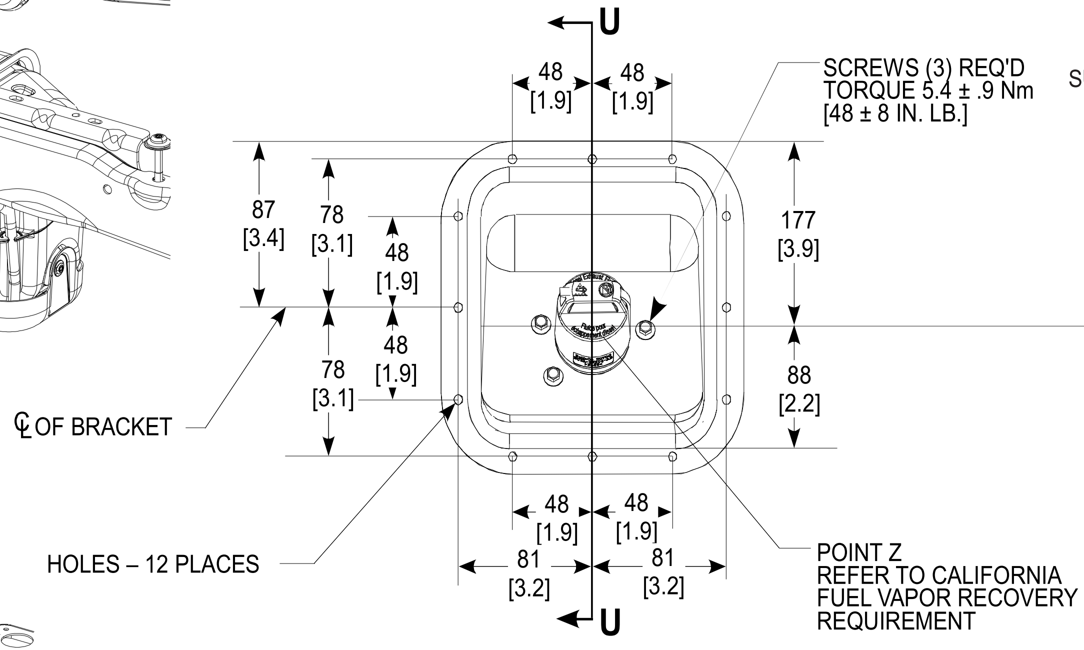
WIDE FRAME PICKUP BOX DELETE


VIEW P
FRONT OF VEHICLE

UREA TANK LOCATION WITH AFT-OF-AXLE FUEL TANK ONLY

UREA TANK LOCATION WITH MID-SHIP FUEL TANK, WITH OR WITHOUT AFT-OF-AXLE FUEL TANK

NARROW FRAME CHASSIS CAB


U
48
[1.9]
48
[1.9]
SCREWS (3) REQ'D
TORQUE 5.4 ± .9 Nm
[48 ± 8 IN. LB.]
87
[3.4]
78
[3.1]
48
[1.9]
177
[3.9]
48
[1.9]
78
[3.1]
88
[2.2]
℄ OF BRACKET
HOLES – 12 PLACES
48
[1.9]
48
[1.9]
81
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81
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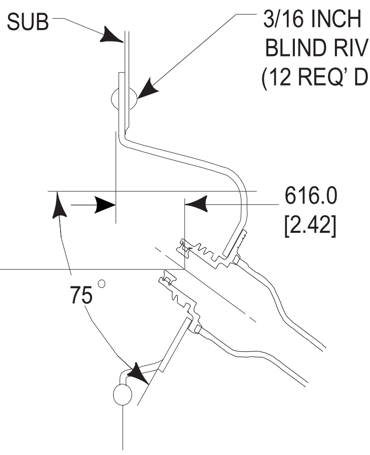
POINT Z
REFER TO CALIFORNIA
FUEL VAPOR RECOVERY
REQUIREMENT

VIEW P


SUB
3/16 INCH
BLIND RIVET
(12 REQ' D)
616.0
[2.42]
75°

SECTION U

NOTES:

▽ TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.8 +/- .8 NM [43 +/- 7 IN. LB.]

[ ] DIMENSIONS ARE INCHES.

J NOT SUPPLIED BY FORD MOTOR COMPANY

▽ **CRITICAL CONTROL ITEM**

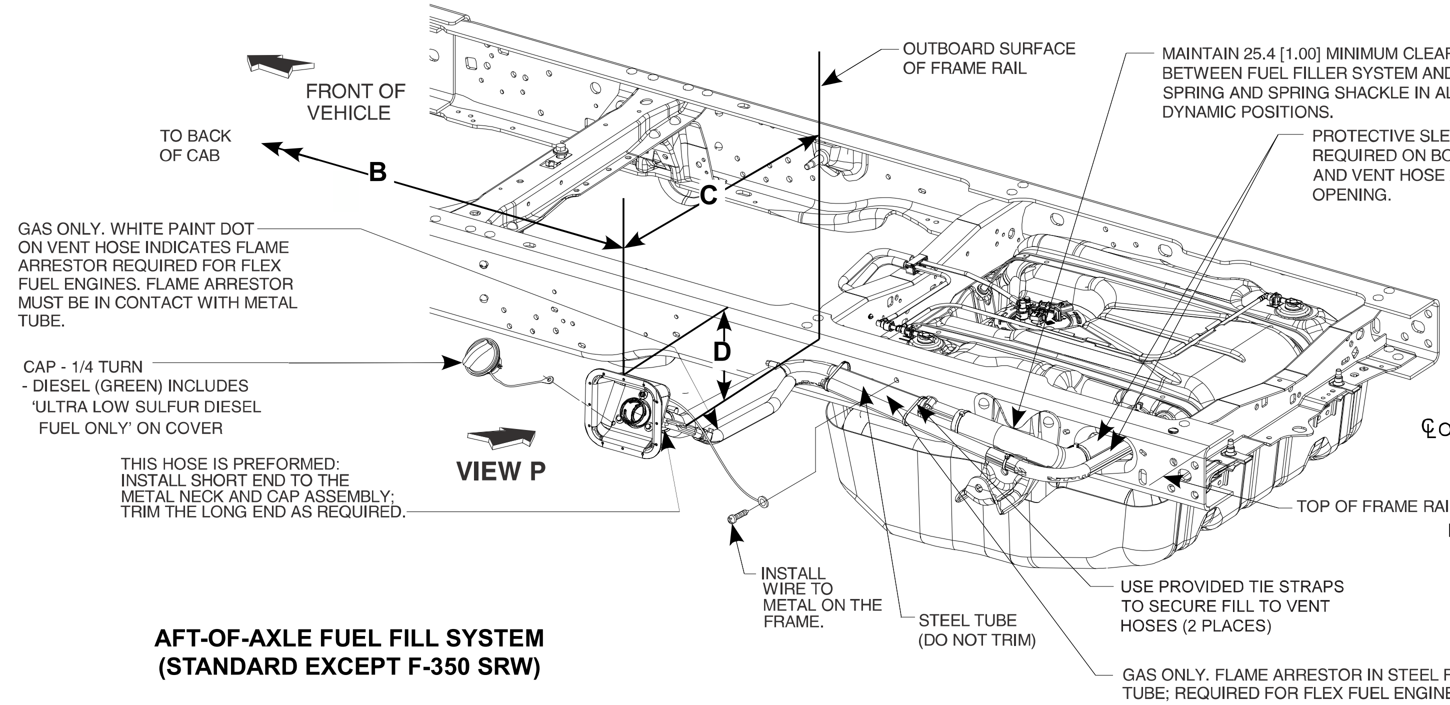
- Routing of filler hose and vent hose must not contain any sumps
- Hoses should be trimmed for proper length
- Zip-tie, or similar fastener must be used to retain hoses within desired routing path
- Hoses must not be kinked (no air/liquid flow restrictions)

Remove and discard the Ford installed UREA system fill components (provided for shipping purposes only) except save and reuse the metal neck and cap assembly.

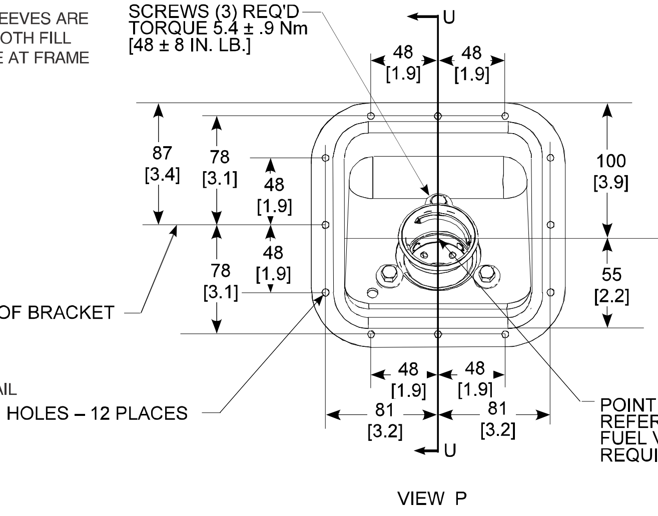
Use the new hoses, pipes, scuff guards, tie wraps, and clamps provided in the dunnage kit.
The completed urea fill system must provide a minimum 2-degree continuous,downward slope to the UREA tank. urea tank. Additional support may be required to prevent hose sagging which could cause spray or spitback during normal filling operations.

Do not extend the UREA fill system outboard of the second unit body.

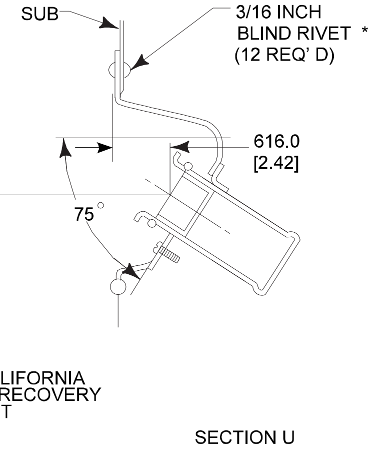
SUPER DUTY F-SERIES
CHASSIS CAB – NARROW FRAME
FUEL FILLER PIPE LOCATION


FRONT OF VEHICLE
TO BACK OF CAB
B
C
D
OUTBOARD SURFACE OF FRAME RAIL
MAINTAIN 25.4 [1.00] MINIMUM CLEARANCE BETWEEN FUEL FILLER SYSTEM AND THE SPRING AND SPRING SHACKLE IN ALL DYNAMIC POSITIONS.
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE AT FRAME OPENING.
GAS ONLY. WHITE PAINT DOT ON VENT HOSE INDICATES FLAME ARRESTOR REQUIRED FOR FLEX FUEL ENGINES. FLAME ARRESTOR MUST BE IN CONTACT WITH METAL TUBE.
CAP - 1/4 TURN
- DIESEL (GREEN) INCLUDES 'ULTRA LOW SULFUR DIESEL FUEL ONLY' ON COVER
VIEW P
THIS HOSE IS PREFORMED: INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.
INSTALL WIRE TO METAL ON THE FRAME.
STEEL TUBE (DO NOT TRIM)
USE PROVIDED TIE STRAPS TO SECURE FILL TO VENT HOSES (2 PLACES)
GAS ONLY. FLAME ARRESTOR IN STEEL FILL TUBE; REQUIRED FOR FLEX FUEL ENGINE.
TOP OF FRAME RAIL

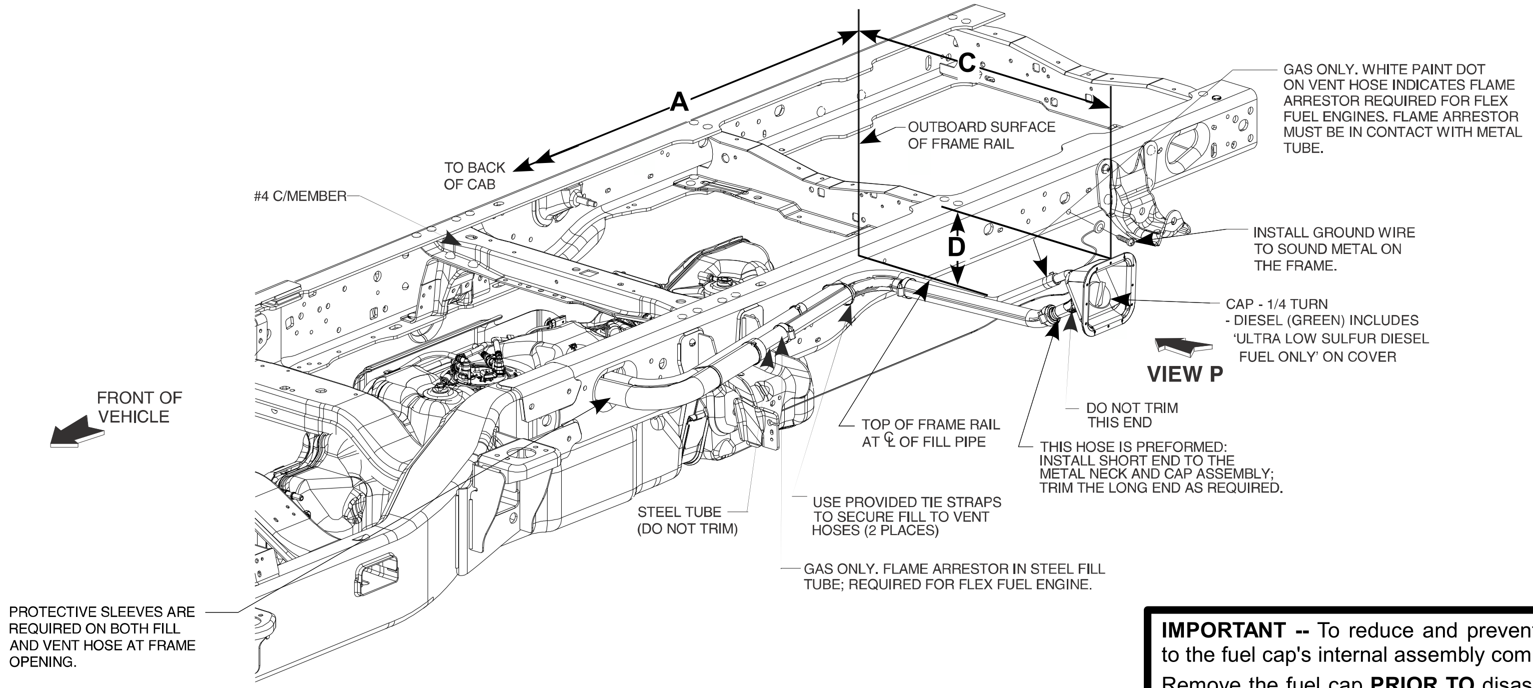
**AFT-OF-AXLE FUEL FILL SYSTEM
(STANDARD EXCEPT F-350 SRW)**


SCREWS (3) REQ'D
TORQUE 5.4 ± .9 Nm
[48 ± 8 IN. LB.]
U
48 [1.9]
48 [1.9]
87 [3.4]
78 [3.1]
48 [1.9]
48 [1.9]
78 [3.1]
100 [3.9]
55 [2.2]
℄ OF BRACKET
48 [1.9]
48 [1.9]
81 [3.2]
81 [3.2]
U
HOLES – 12 PLACES
POINT Z
REFER TO CALIFORNIA FUEL VAPOR RECOVERY REQUIREMENT

VIEW P


SUB
3/16 INCH BLIND RIVET *
(12 REQ' D)
616.0
[2.42]
75°

SECTION U


A
C
D
TO BACK OF CAB
#4 C/MEMBER
OUTBOARD SURFACE OF FRAME RAIL
GAS ONLY. WHITE PAINT DOT ON VENT HOSE INDICATES FLAME ARRESTOR REQUIRED FOR FLEX FUEL ENGINES. FLAME ARRESTOR MUST BE IN CONTACT WITH METAL TUBE.
INSTALL GROUND WIRE TO SOUND METAL ON THE FRAME.
CAP - 1/4 TURN
- DIESEL (GREEN) INCLUDES 'ULTRA LOW SULFUR DIESEL FUEL ONLY' ON COVER
VIEW P
FRONT OF VEHICLE
TOP OF FRAME RAIL AT ℄ OF FILL PIPE
DO NOT TRIM THIS END
THIS HOSE IS PREFORMED: INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.
STEEL TUBE (DO NOT TRIM)
USE PROVIDED TIE STRAPS TO SECURE FILL TO VENT HOSES (2 PLACES)
GAS ONLY. FLAME ARRESTOR IN STEEL FILL TUBE; REQUIRED FOR FLEX FUEL ENGINE.
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE AT FRAME OPENING.

**MID-SHIP FUEL FILL SYSTEM
(STANDARD F-350 SRW)**

(CA) BACK OF CAB TO CENTERLINE OF REAR AXLE

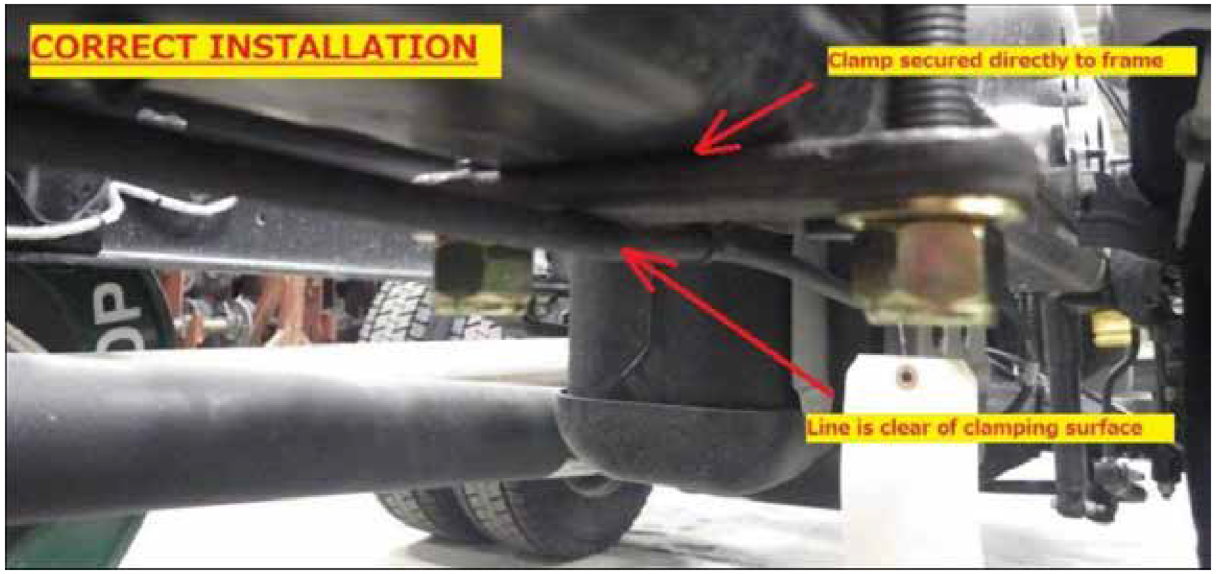
		60 inch CA	84 inch CA	108 inch CA	120 inch CA
		WHEELBASE			
Regular Cab Super Cab Crew Cab		3691mm [145.3] 4265mm [167.9] 4565mm [179.7]	4301mm [169.3] 4875mm [191.9] 5175mm [203.7]	4911mm [193.3]	5215mm [205.3]
∇A	MIN	864mm [34.0]	1473mm [68.0]	2083mm [82.0]	2388mm [94.0]
	MAX	1029mm [40.5]	1638mm [64.5]	2553mm [100.5]	2553mm [100.5]
∇B	MIN	1981mm [78.0]	2591mm [102.0]	3200mm [126.0]	3505mm [138.0]
	MAX	2159mm [85.0]	2769mm [109.0]	3378mm [133.0]	3683mm [145.0]
∇C	MIN	584mm [23.0]	584mm [23.0]	584mm [23.0]	584mm [23.0]
	MAX	787mm [31.0]	787mm [31.0]	787mm [31.0]	787mm [31.0]
∇D	MIN 1	267mm [10.5]	267mm [10.5]	267mm [10.5]	267mm [10.5]
	MAX	343mm [13.5]	343mm [13.5]	343mm [13.5]	343mm [13.5]

=Preferred minimum for Diesel applications is 292mm [11.5in]

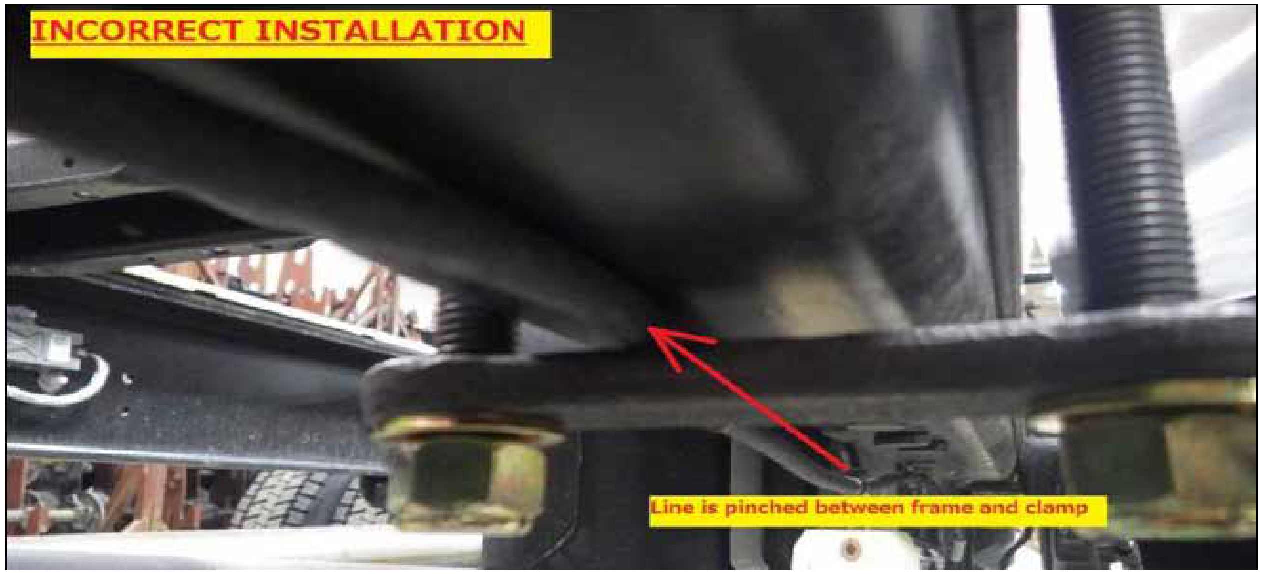
IMPORTANT -- To reduce and prevent possible handling damage to the fuel cap's internal assembly components:

Remove the fuel cap **PRIOR TO** disassembly of the Ford-installed fuel fill system components (which are provided for shipping purposes only.) The metal fill neck should be separated from the remaining fuel fill components, saved and then reused along with the associated fuel cap. Both components are required for final installation on the vehicle; keep items protected.

SUPER DUTY F-SERIES
DEF Line, DEF Tank, SUB Mounting


CORRECT INSTALLATION
Clamp secured directly to frame
Line is clear of clamping surface

On certain chassis cab trucks with the 6.7L diesel engine, the DEF line hose is routed along the lower side of the frame rail. Care should be taken when using U-bolts to attach a Second Unit Body (SUB) to the frame to NOT clamp down on the DEF hose with the U-bolt. Instead, position the DEF hose underneath the U-bolt Reference **BBAS Bulletin Q-271.**

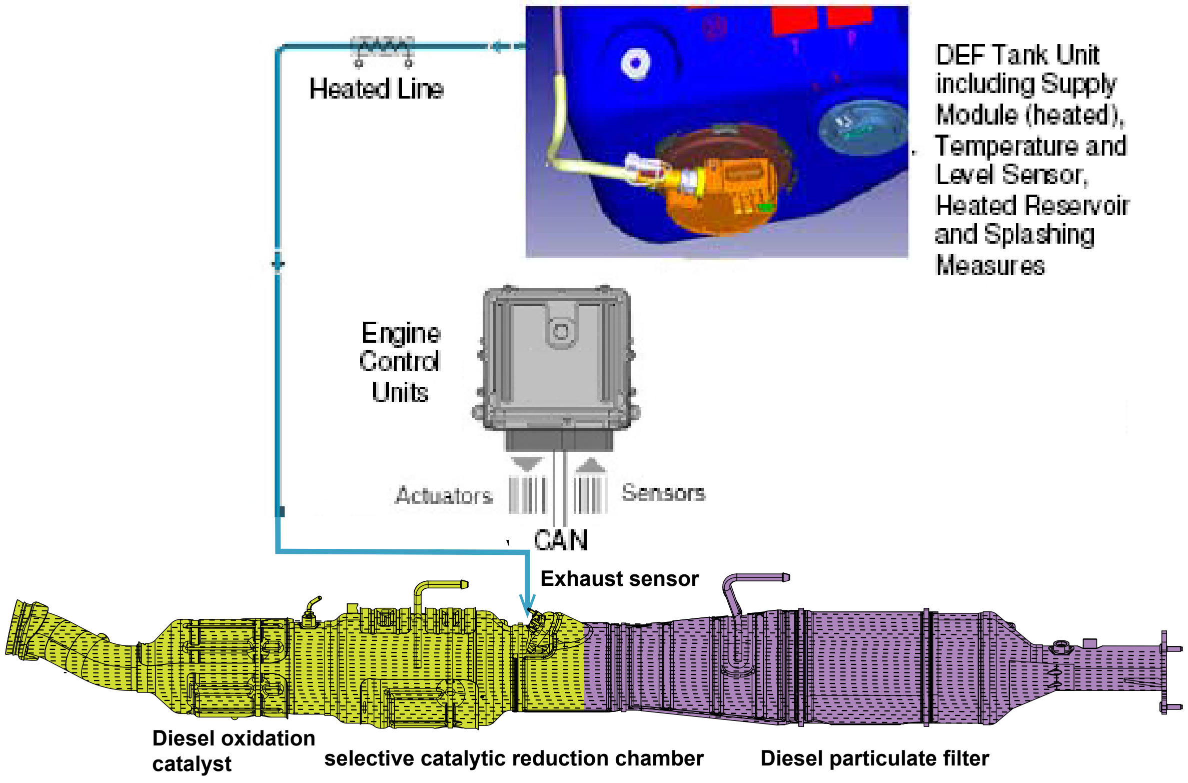

INCORRECT INSTALLATION
Line is pinched between frame and clamp

To prevent collapse of the frame side rail flanges when U-bolts are used for the attachment of bodies to the truck chassis, vertical spacer bars must be used between the upper and lower flanges at each U-bolt.

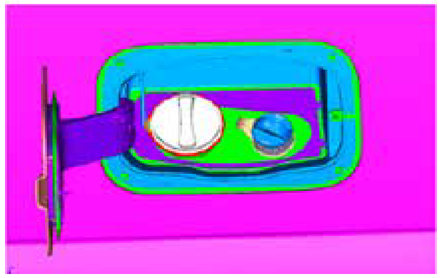
All box-delete and chassis cab trucks with the 6.7L diesel engine come with a DEF-fill hose kit (which includes a 90-degree fitting) to facilitate relocating the DEF fill neck to a Second Unit Body. Reference **BBAS Bulletin Q-260.**

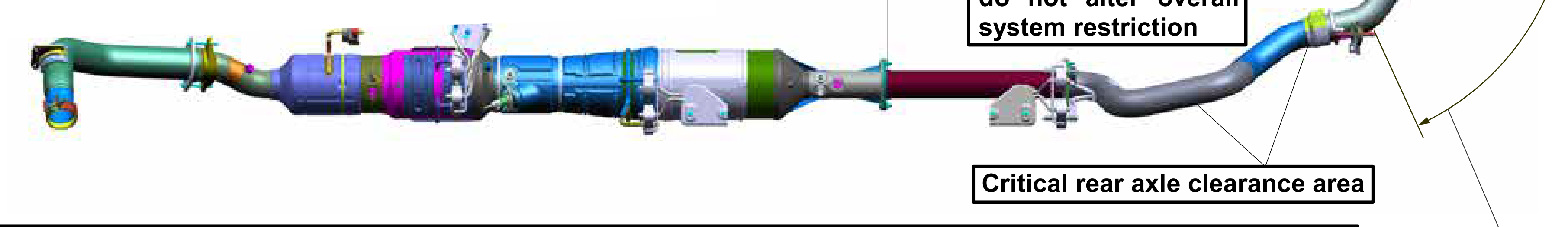
On all chassis cab trucks with the 6.7L diesel engine with aft fuel tank, the DEF tank may be relocated from between the frame rails to a location outboard of the frame rails. Reference **BBAS Bulletin Q-267.**

SUPER DUTY F-SERIES
EXHAUST AFTERTREATMENT
DIESEL ENGINE EMISSIONS


Heated Line
DEF Tank Unit including Supply Module (heated), Temperature and Level Sensor, Heated Reservoir and Splashing Measures
Engine Control Units
Actuators
Sensors
CAN
Exhaust sensor
Diesel oxidation catalyst
selective catalytic reduction chamber
Diesel particulate filter

- Selective Catalyst Reduction (SCR) to help meet diesel emissions requirements
- Requires the use of Diesel Exhaust Fluid (DEF – aka Urea)
- The DEF tank is sized to sustain a typical oil change interval
- The tank and lines are heated to prevent freezing
- The pickup truck DEF fill cap is located next to the diesel fill cap





Can be modified per SVE Bulletin Q-253 – do not alter overall system restriction

Critical rear axle clearance area

Can be modified per SVE Bulletin Q-253 – do not alter overall system restriction

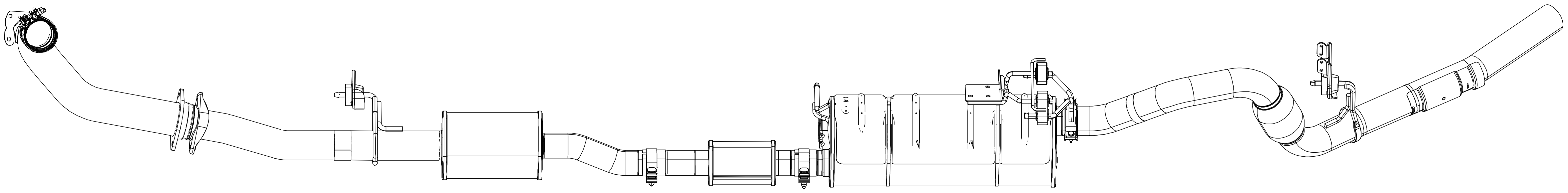
- PT A – PT B: Any modifications between Pts A – B must not shorten the centerline length between the two points to a length less than that of the shortest wheelbase. Minimum Centerline Length = 1160 mm for reference.
- PT B – PT C: Any modifications between Pts B – C must not shorten the centerline length between the two points and should be made using pipe diameter equivalent to the OEM assembly. Minimum Centerline Length – 763.75 (for reference).
- Modifications must not change system restriction or alter the performance of the exhaust system.
- Pipes used in any modifications must be equivalent diameter, wall thickness and material a the OEM parts.
- Appropriate heat shielding must be utilized where required.
- See BBAS Bulletin Q-253 for additional information.

Body Builders Layout Book

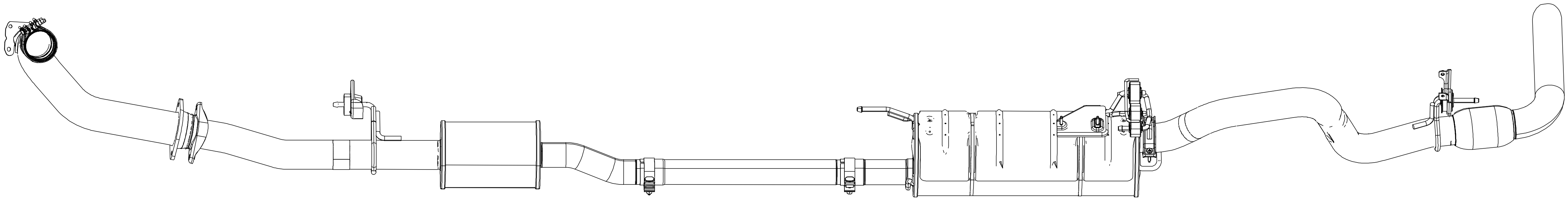
Design Info / Recommendations

EXPORT Diesel Engine Emissions – After-Treatment

Pickup (160” WB Shown)

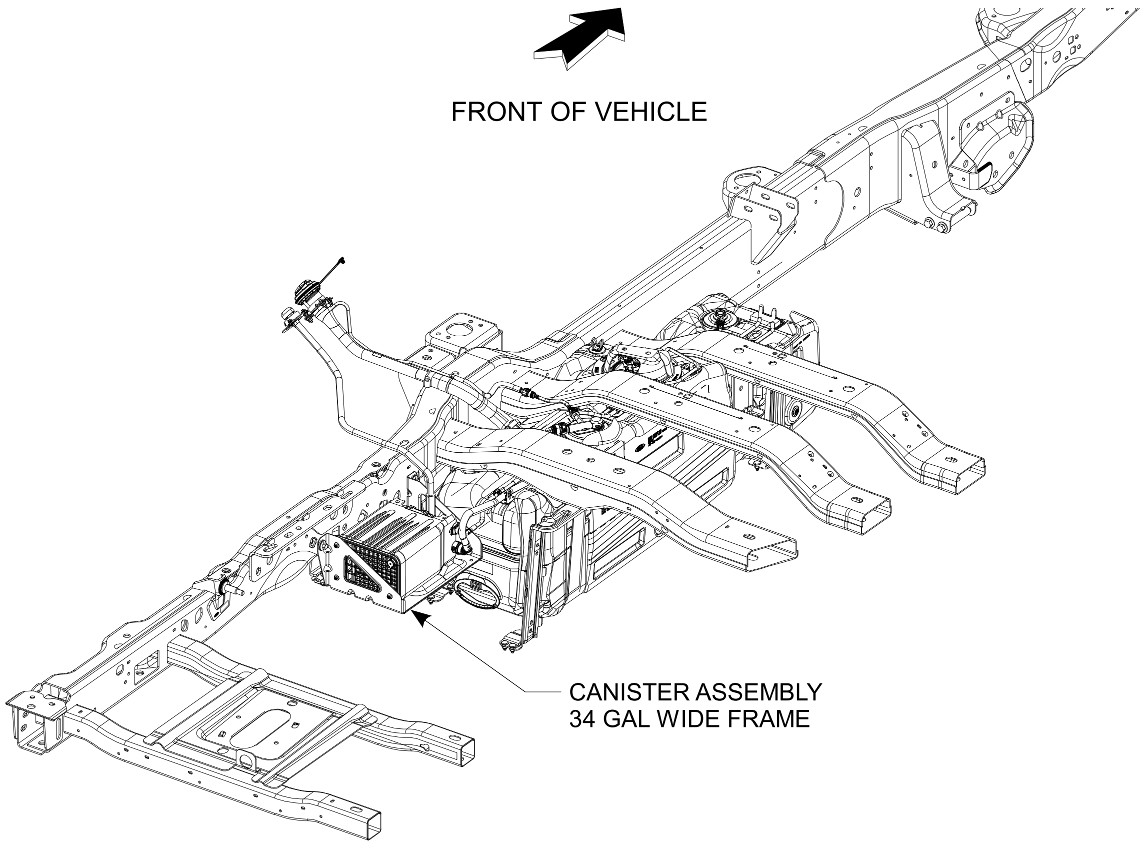


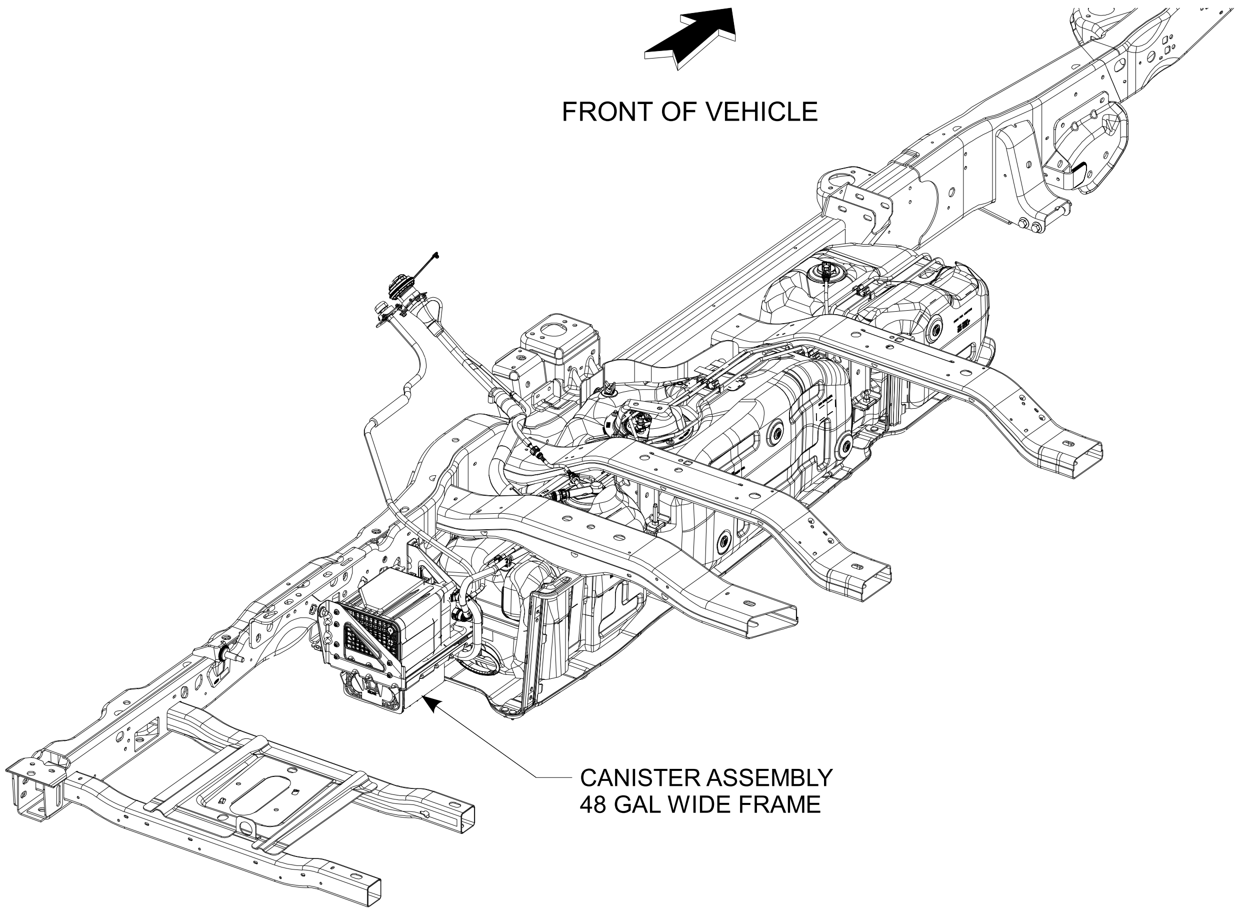
Chassis Cab (169” WB Shown)



- Modifications must not change back pressure (neither increase or decrease).
- Mufflers/Resonators, where applicable, and Heat Shielding must not be removed from the system.

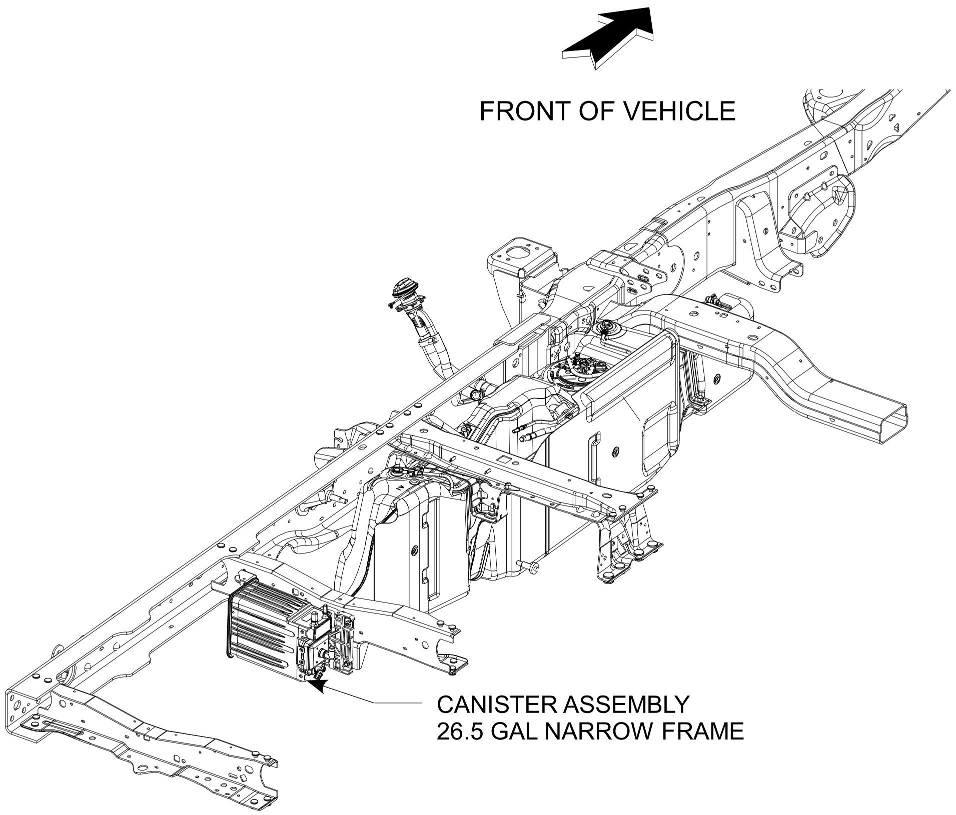
SUPER DUTY F-SERIES
FUEL SYSTEM EVAPORATIVE EMISSIONS
PICKUP BOX DELETE – GASOLINE ENGINE

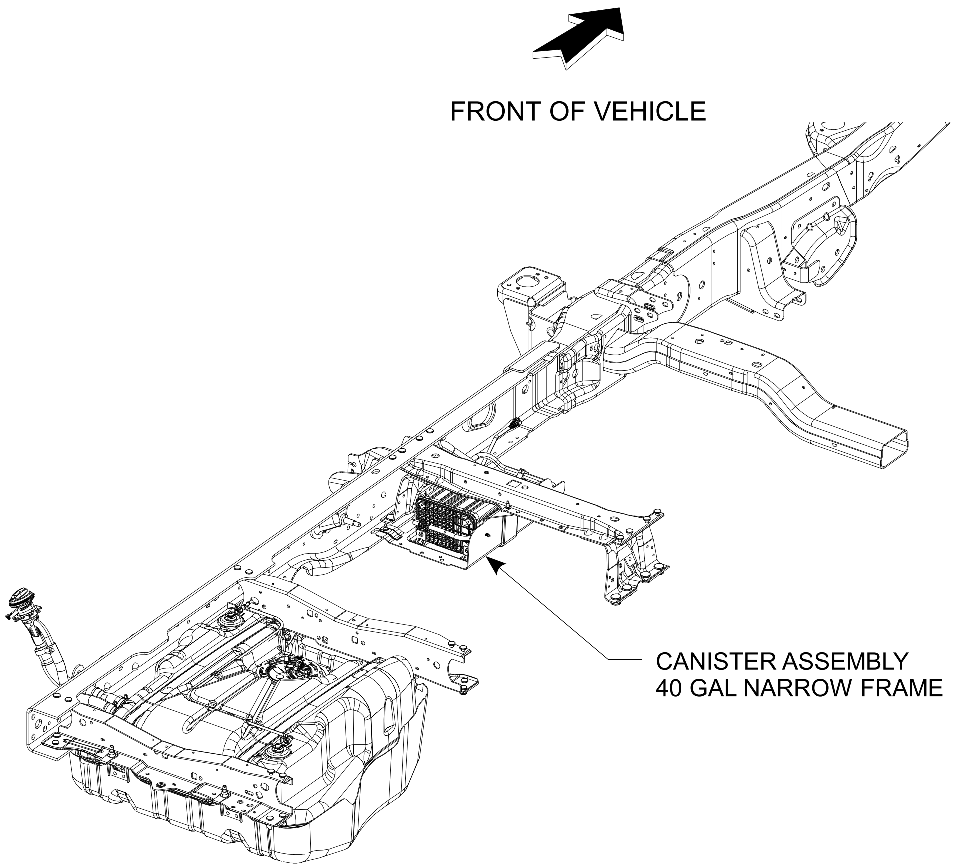

FRONT OF VEHICLE
CANISTER ASSEMBLY
34 GAL WIDE FRAME


FRONT OF VEHICLE
CANISTER ASSEMBLY
48 GAL WIDE FRAME

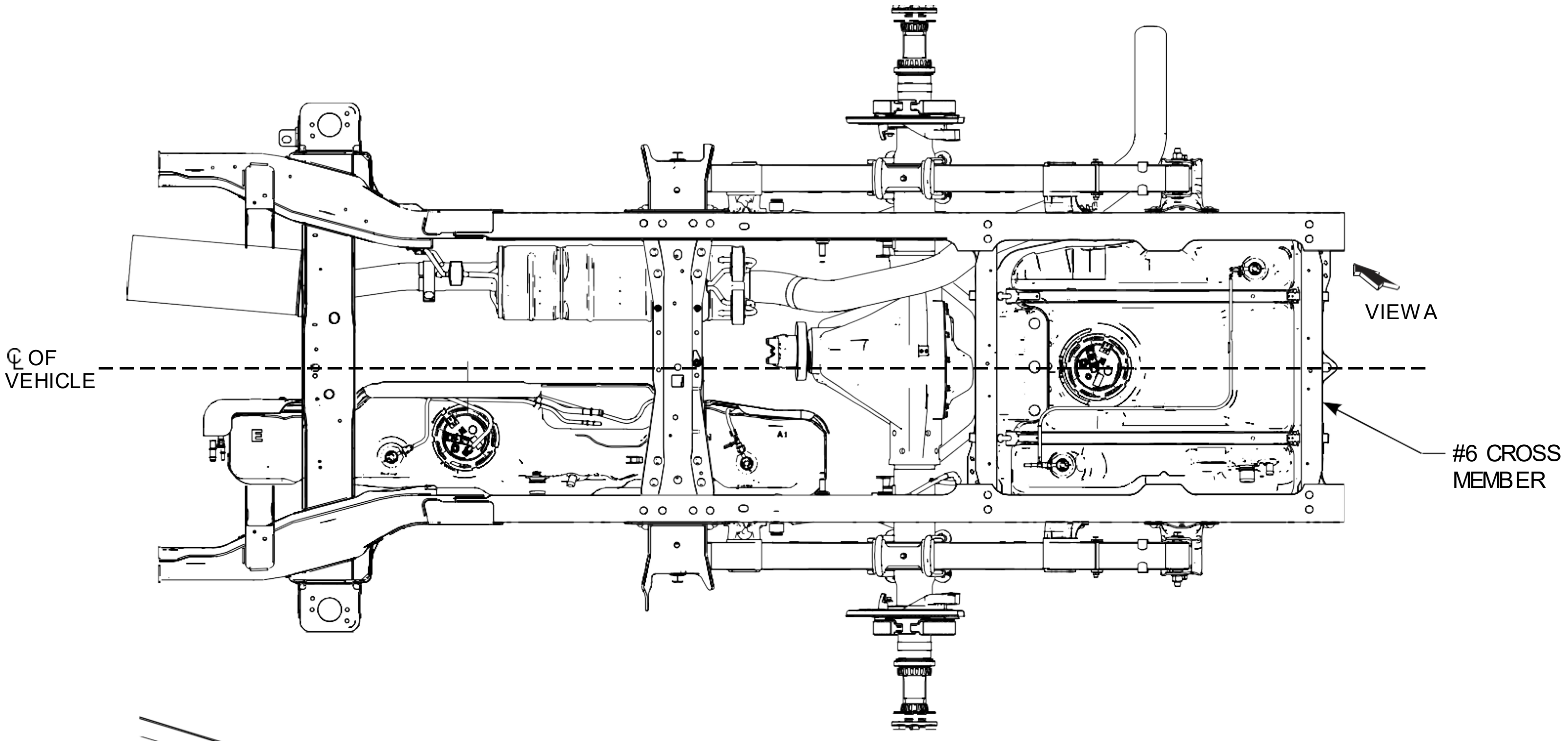
(Cont'd next page)

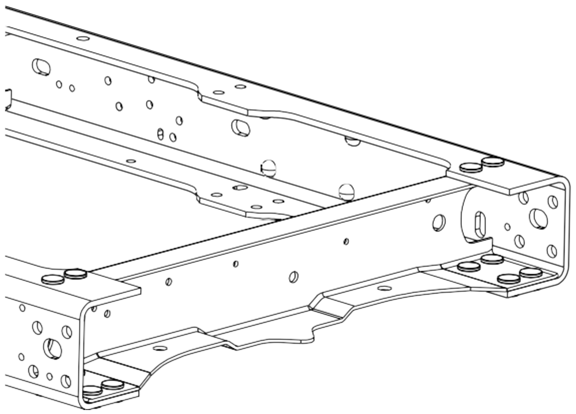
SUPER DUTY F-SERIES
FUEL SYSTEM EVAPORATIVE EMISSIONS (Cont'd)
CHASSIS CAB – GASOLINE ENGINE


FRONT OF VEHICLE
CANISTER ASSEMBLY
26.5 GAL NARROW FRAME

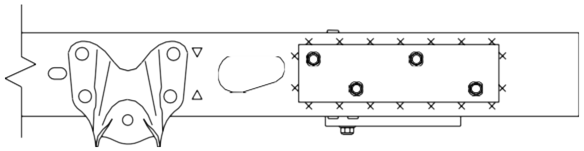

FRONT OF VEHICLE
CANISTER ASSEMBLY
40 GAL NARROW FRAME

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
CHASSIS CAB – NARROW FRAME
FRAME EXTENSION RECOMMENDATIONS





VIEW A
(TYPICAL)



REINFORCEMENT PLATES

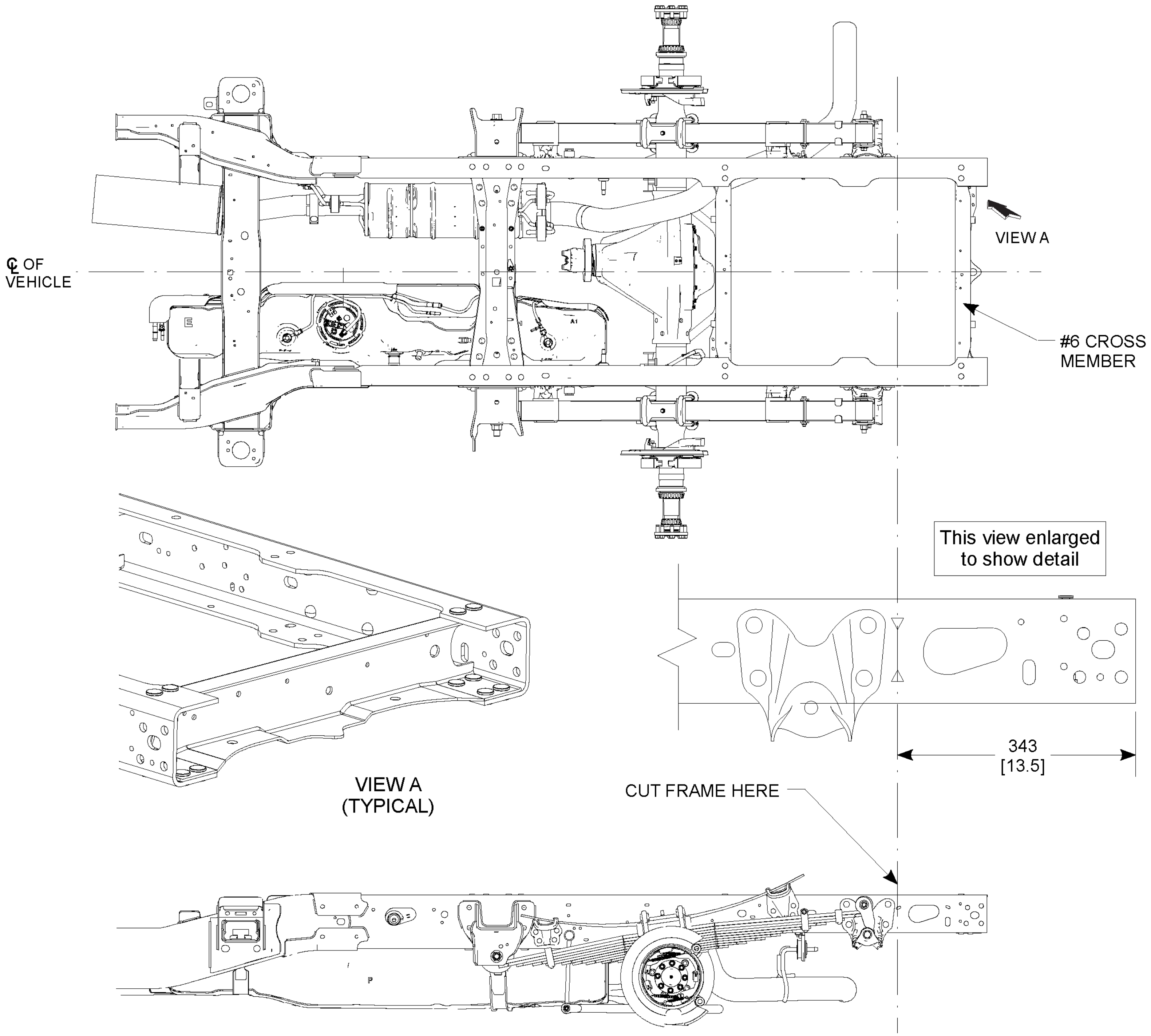
FRAME EXTENSION RECOMMENDATIONS
(Applicable to all wheelbase models)

When it is necessary to add a frame extension to the Super Duty F-Series Chassis Cab, follow these suggestions:

- Clean contaminants off the back portion of the frame using steam, high pressure water or solvent.
- Protect the fuel system from weld sparks and splatter, being particularly careful with the rubber fuel fill hoses.
- Select a suitable mild steel channel (not iron) with a section modulus the same as the frame to be extended.
- Chamfer both the back of the frame and the end of the extensions to be welded. Remove the two rearmost lower rivets attaching the rear cross member to the frame. Weld an overlay plate onto the lower flange of the frame extension that extends approximately 2.5" under the frame end.
- Transfer the rivet hole location to the lower flange overlay plate and drill through the plate.
- Disconnect the battery (ies), the ABS module, and then the Powertrain Control Module (PCM). Connect the welding ground cable to the frame at the back of the vehicle.
- Clamp the extension into place and weld all around the top and sides, but not the lower flange, following normal welding practices.
- Grind the outer side of the vertical frame web down smooth, clamp on a reinforcement section of mild steel approximately 4" x 12" x 0.25" and skip weld to the frame and extension. Do not weld at the corners of the reinforcement to minimize stress concentrations. Note that this reinforcement may be combined with a rear shear plate and/or under-run bumper if desired, in which case it would be an "L" shape to pick up the added attachment points.
- Bolt through the lower overlay plate and frame section using a 5/8" Grade 5 flange- head bolt and nut (1).
- Drill through the frame and reinforcement; bolt using four 1/2" Grade 5 flange-head bolts and nuts (1).
- Coat the frame extension with a suitable protective paint. Reconnect the PCM module, ABS module and battery (ies).

(1)If flange-head fasteners are not available, regular hex heads may be substituted with one flat washer each under the head of the bolt and nut.

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
CHASSIS CAB – NARROW FRAME
FRAME OVERHANG SHORTENING RECOMMENDATIONS



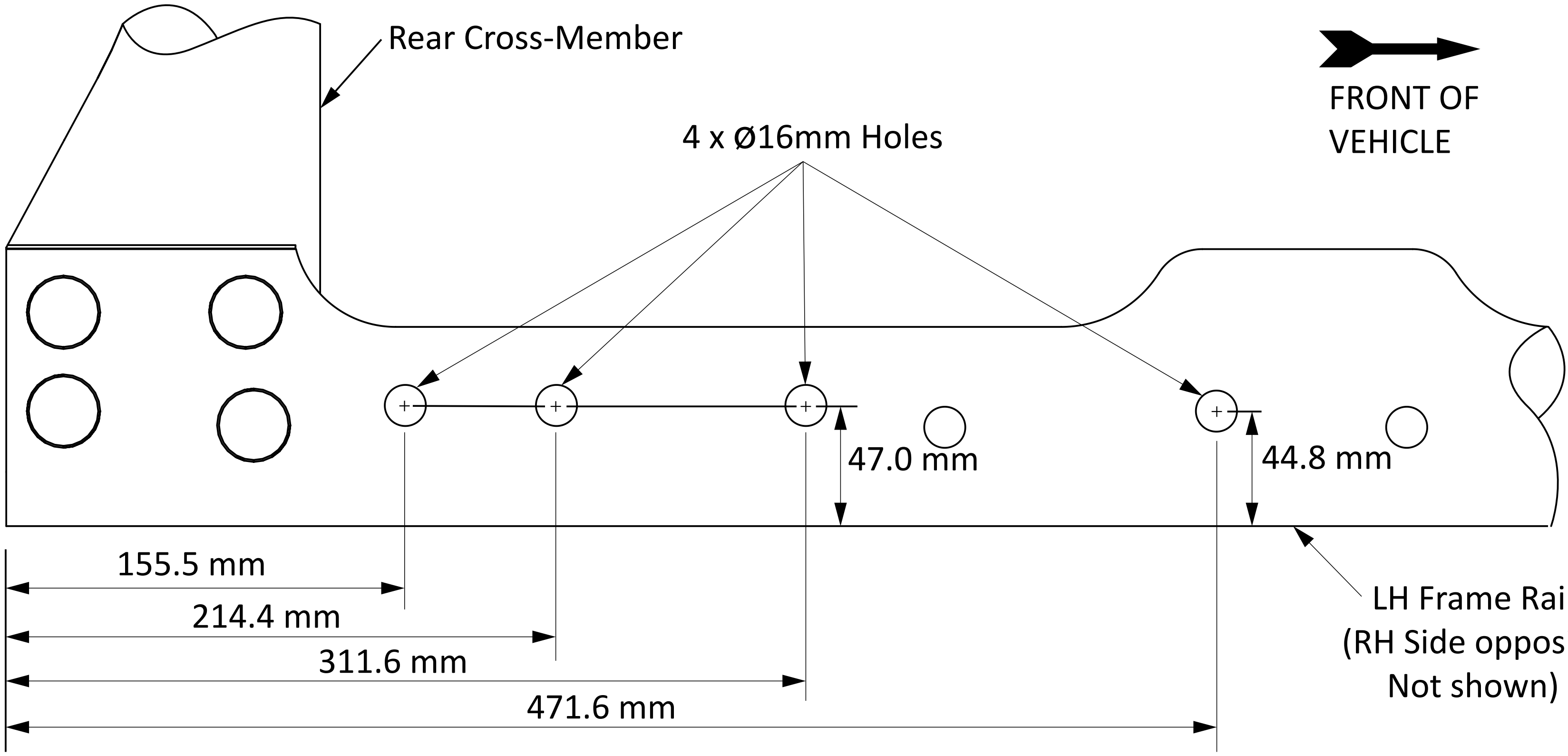
FRAME OVERHANG SHORTENING RECOMMENDATIONS (applicable to all wheelbase models)

If a shorter rear frame overhang is required for the vocational body mounting, the builder must:

1. Order the chassis with the optional mid-ship fuel tank.
2. Drill out attaching rivets and remove the rear crossmember. Reinstall in the next forward crossmember mounting location provided using Grade 8 bolts, as described in the rivet replacement procedure in the Ford Service Manual.
3. Cut the frame along the line through the two triangle-shaped holes as depicted on this page using a cut-off wheel or saw. A torch is not recommended. If a torch is used within 4 inches of the rear suspension mounting attachments, these attachments must be either re-torqued (when bolts are used) or have the rivets removed and replaced with Grade 8 bolts per the procedure noted above.

NOTE — ON THE F-450/550 CHASSIS, THE FORWARD OUTBOARD REAR SUSPENSION BRACKET BOLT NEEDS TO BE SHARED WITH THE REAR CROSSMEMBER. RETORQUE WITH NEW GRADE 8 M12 BOLT AND NUT.
— [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
CHASSIS CAB – NARROW FRAME
AFTERMARKET HITCH INSTALLATION

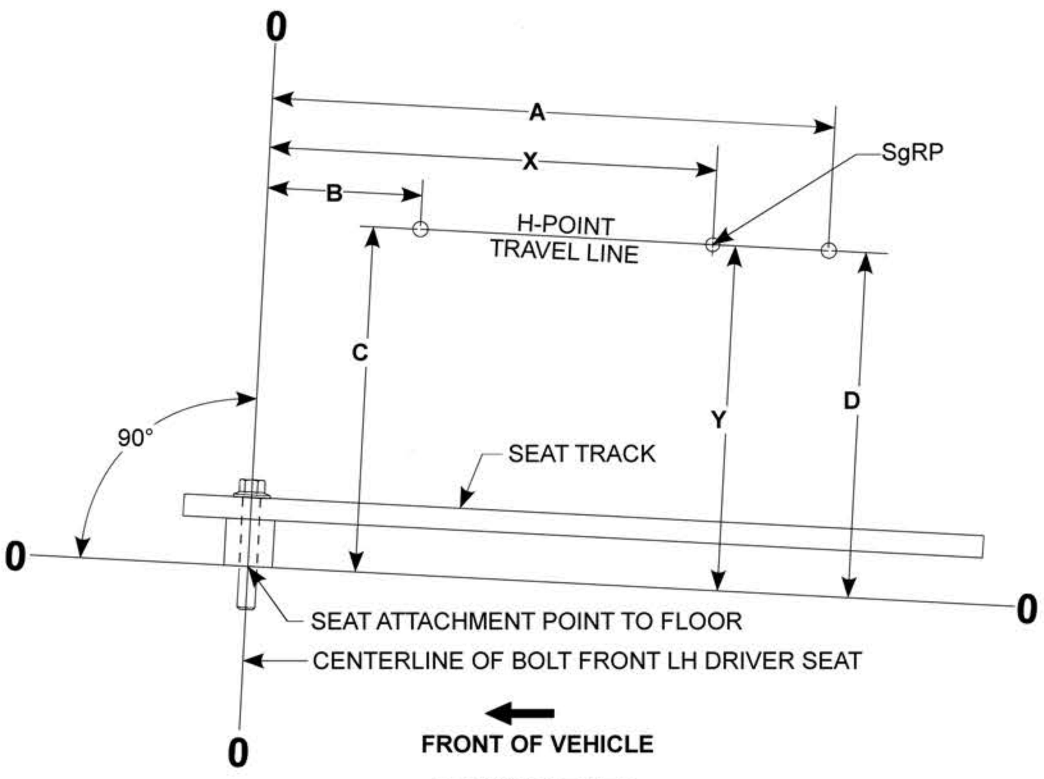

Rear Cross-Member
FRONT OF VEHICLE
4 x Ø16mm Holes
47.0 mm
44.8 mm
155.5 mm
214.4 mm
311.6 mm
471.6 mm
LH Frame Rail
(RH Side opposite
Not shown)

Reverse Plan View

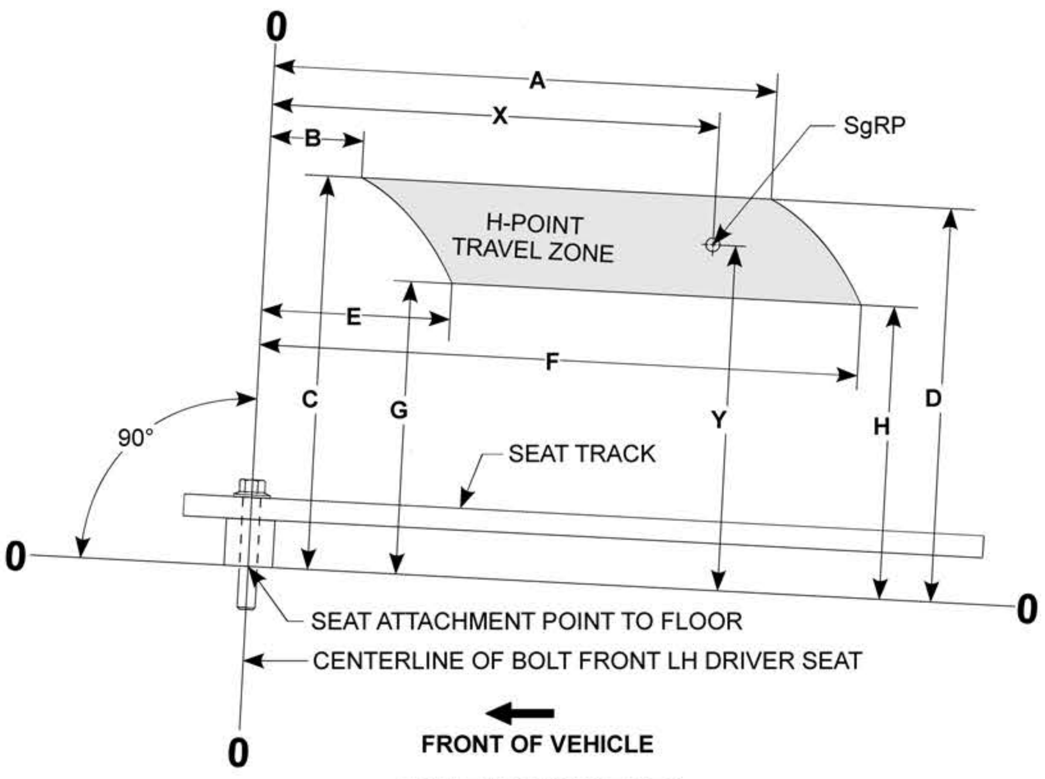
Four holes are located in each frame-rail (in the bottom flange). These holes are to facilitate the installation of aftermarket trailer hitches. Aftermarket hitch load ratings are the responsibility of the aftermarket hitch manufacturer. The maximum trailer tow rating which is published in the Ford RV & Trailer Tow Guide must not be exceeded.

Reference BBAS Bulletin Q-292.

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
CHASSIS CAB – NARROW FRAME
SEAT TRAVEL / H-POINT LOCATION


0
A
X
B
SgRP
H-POINT
TRAVEL LINE
C
Y
D
90°
SEAT TRACK
0
0
SEAT ATTACHMENT POINT TO FLOOR
CENTERLINE OF BOLT FRONT LH DRIVER SEAT
0
FRONT OF VEHICLE

2-WAY SEATS


0
A
X
B
SgRP
H-POINT
TRAVEL ZONE
E
F
C
G
Y
H
D
90°
SEAT TRACK
0
0
SEAT ATTACHMENT POINT TO FLOOR
CENTERLINE OF BOLT FRONT LH DRIVER SEAT
0
FRONT OF VEHICLE

MULTI-WAY SEATS

SEAT TRAVEL DATA

Seat Model	Seat Dimensions								SgRP Location	
	A	B	C	D	E	F	G	H	X	Y
2-Way Seat	393 [15.5]	138 [5.4]	318 [12.5]	307 [12.0]	—	—	—	—	317 [12.5]	311 [12.2]
8-Way Seat	354 [13.9]	98 [3.9]	350 [13.8]	339 [13.3]	158 [6.2]	413 [16.3]	287 [11.3]	276 [10.9]	317 [12.5]	311 [12.2]
10-Way Seat	354 [13.9]	98 [3.9]	350 [13.8]	339 [13.3]	158 [6.2]	413 [16.3]	287 [11.3]	276 [10.9]	317 [12.5]	311 [12.2]

Seat Track Angle To Top Of Frame = 2.5°

NOTE — [ ] DIMENSIONS ARE INCHES.

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
SECOND-UNIT-BODY (SUB) MOUNTING GUIDELINES

MOUNTING TECHNIQUES FOR CHASSIS CAB (NARROW FRAME)

TECHNIQUE #1 – Shear Plates w/Longitudinal Frame

DO NOT WELD SHEAR PLATES TO OEM FRAME

- **Front Shear Plate Attachment**: use two bolts, nuts, and washers in the OEM frame, one bolt, nut and washer with a ¼" equivalent weld bead around three sides of the shear plate and the SUB-mounting frame, skip-welded at the shear plate corners. If front shear plate is not welded to the SUB-mounting frame, two bolts should be used instead of one. **SEE FIGURE A**
- **Rear Shear Plate Attachment:** use three bolts, nuts, and washers in the OEM frame, one bolt, nut and washer with a ¼" equivalent weld bead around three sides of the shear plate and the SUB-mounting frame, skip-welded at the shear plate corners. If rear shear plate is not welded to the SUB-mounting frame, two bolts should be used instead of one. **SEE FIGURE A**

TECHNIQUE #2 – Shear Plates w/Cross-Frame

DO NOT WELD SHEAR PLATES TO OEM FRAME

- **Front Shear Plate Attachment**: use two bolts, nuts, and washers in the OEM frame, two bolts, nuts and washers in the SUB-mounting frame. **SEE FIGURE B**
- **Rear Shear Plate Attachment:** use three bolts, nuts, and washers in the OEM frame, two bolts, nuts, and washers in the SUB-mounting frame. **SEE FIGURE B**

NOTES:

The following items are important factors in the performance of the system:

- A spacer between the OEM frame and SUB frame should be used and secured in such a manner as to maintain retention during installation and operational use. The spacer should have a slight taper which starts at the front of the SUB frame. **SEE FIGURE C**
- Front Shear Plates should be angled forward approximately 45 to 60 degrees from the horizontal. Front Shear Plates should be a sufficient distance from the front of the SUB to allow for frame flexing, i.e. Front Shear Plates should be placed behind the tapered section of the spacer.
- U-bolts must be installed every 2-3 feet between the front and rear shear plates.
- Vertical spacers must be used between the upper and lower frame flanges at each U-bolt to prevent collapse of the flanges. Do not notch the frame flanges to make U-bolt fit. **SEE FIGURE C**
- U-bolts or attaching hardware should not contact fuel, brake or electrical system components . A shear plate should be utilized if there is insufficient space for a U-bolt to be installed between the frame and fuel tank.
- All threaded fasteners (including U-Bolts) must be either 5/8" Diameter Grade 8, or M16 Property Class 10.9 for metric bolts and M16 Property Class 10 for metric nuts.
- Fastener Torques: 60-65 ft-lb for 5/8" fasteners, 200 +/- 30Nm for M16 fasteners.
- Direct the threaded end of the bolts away from any fuel, brake or electrical system components.
- U-Bolt torque must be checked every six months.

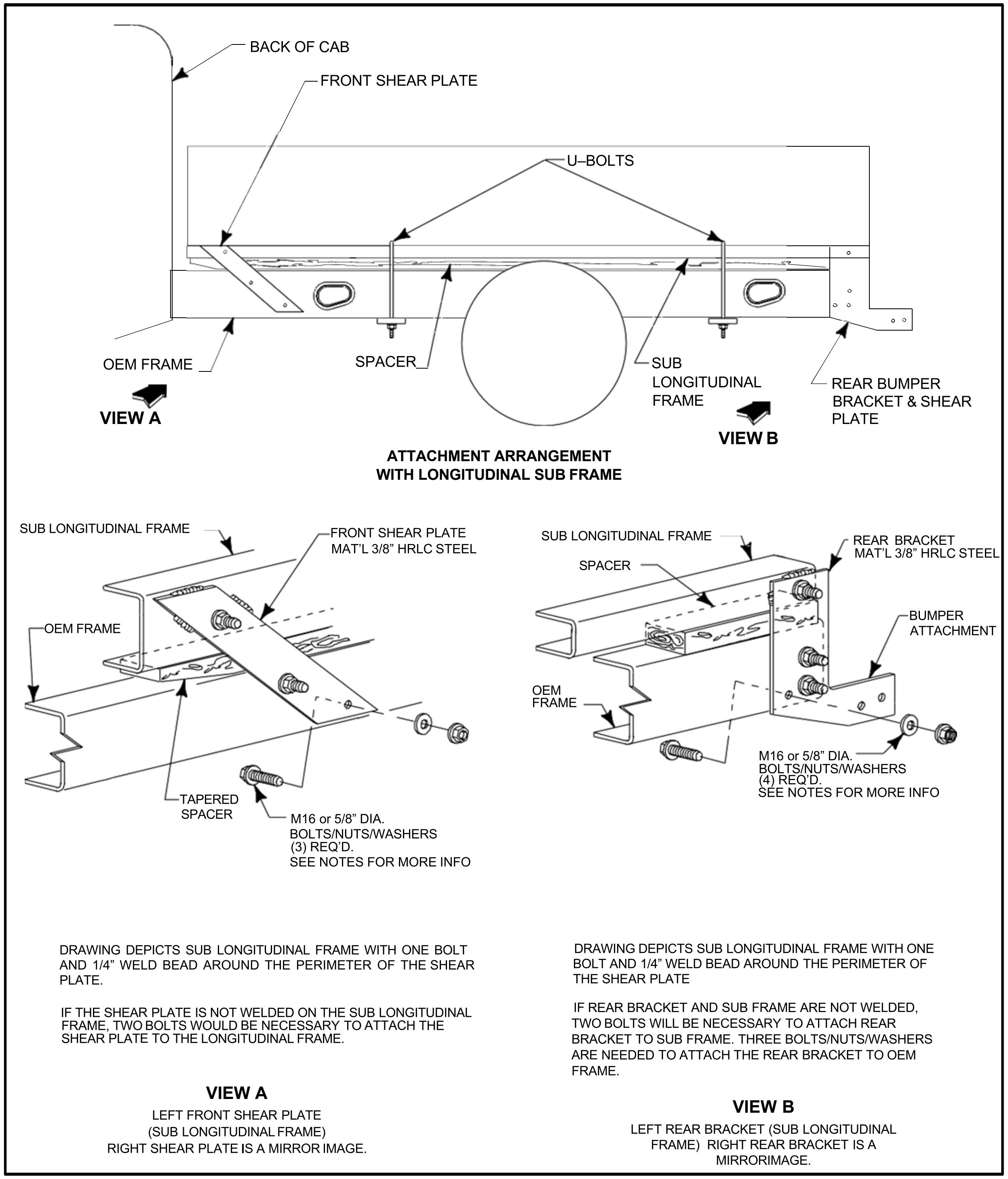
MOUNTING TECHNIQUES FOR PICK-UP BOX DELETE (Wide Frame) w/56” CA.

- **Top-Bolting:** This technique uses the existing pickup box mounting holes to mount a SUB weighing 1800 kg (3968 lb.) or less. Property Class 10.9 M14 bolts must be used in conjunction with the installed nuts in all 8 mounting locations provided. Torque for M14 fasteners is 133 +/- 20N-m. **SEE FIGURE D**

IMPORTANT –

The final stage manufacturer has the responsibility to certify that the completed vehicle conforms to all applicable Federal Motor Vehicle Safety Standards. The Incomplete Vehicle Manual, not these recommendations/guidelines, is intended to provide representations concerning the extent that compliance is determined by the design of the incomplete vehicle and prescribe conditions upon which these representations may depend.

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
SECOND-UNIT-BODY (SUB) MOUNTING GUIDELINES (Cont'd)


BACK OF CAB
FRONT SHEAR PLATE
U–BOLTS
OEM FRAME
SPACER
SUB LONGITUDINAL FRAME
REAR BUMPER BRACKET & SHEAR PLATE
VIEW A
VIEW B
SUB LONGITUDINAL FRAME
FRONT SHEAR PLATE MAT'L 3/8" HRLC STEEL
OEM FRAME
TAPERED SPACER
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS (3) REQ'D. SEE NOTES FOR MORE INFO
SUB LONGITUDINAL FRAME
SPACER
REAR BRACKET MAT'L 3/8" HRLC STEEL
BUMPER ATTACHMENT
OEM FRAME
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS (4) REQ'D. SEE NOTES FOR MORE INFO

ATTACHMENT ARRANGEMENT WITH LONGITUDINAL SUB FRAME

DRAWING DEPICTS SUB LONGITUDINAL FRAME WITH ONE BOLT AND 1/4" WELD BEAD AROUND THE PERIMETER OF THE SHEAR PLATE.

IF THE SHEAR PLATE IS NOT WELDED ON THE SUB LONGITUDINAL FRAME, TWO BOLTS WOULD BE NECESSARY TO ATTACH THE SHEAR PLATE TO THE LONGITUDINAL FRAME.

VIEW A

LEFT FRONT SHEAR PLATE (SUB LONGITUDINAL FRAME) RIGHT SHEAR PLATE IS A MIRROR IMAGE.

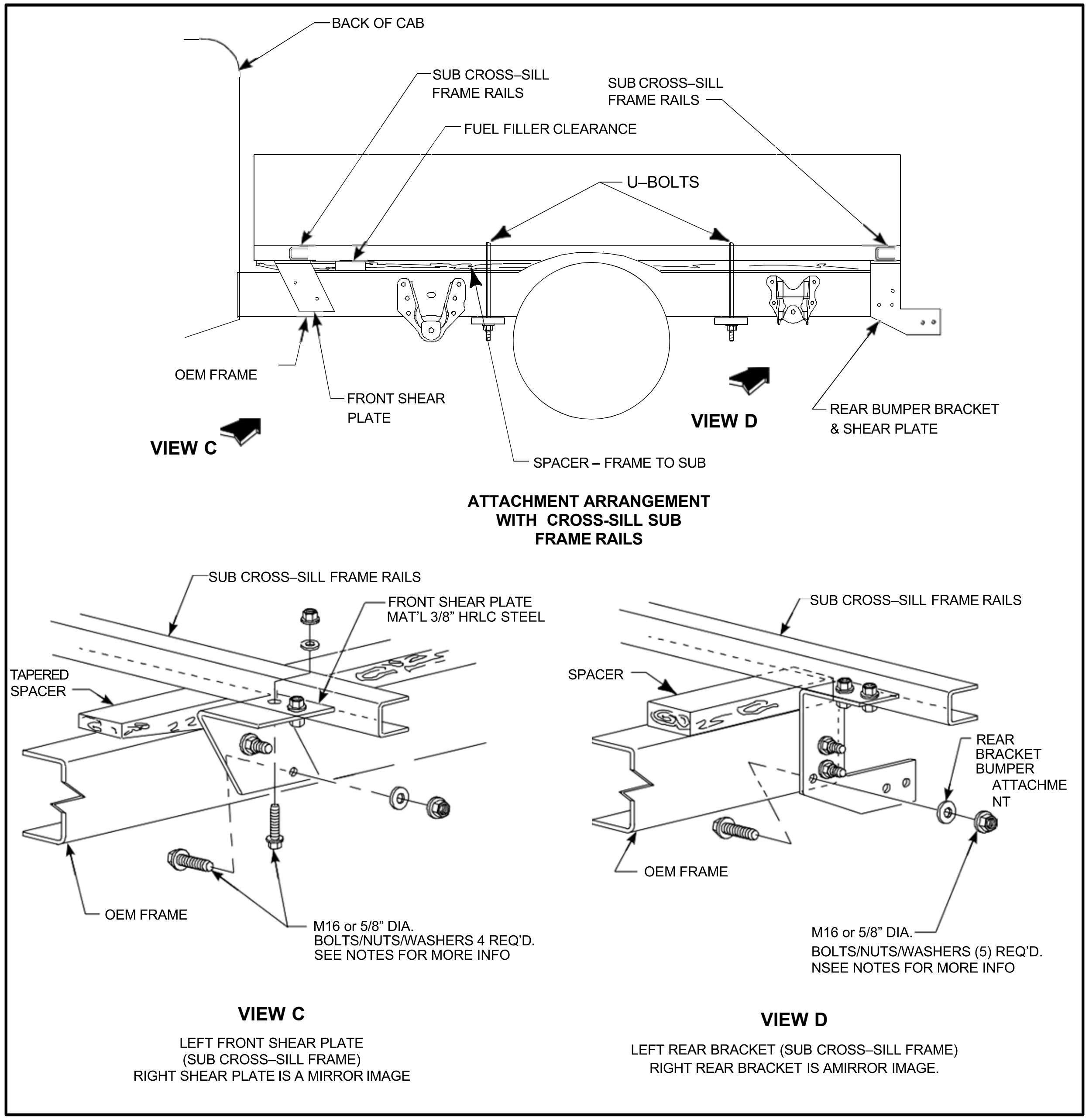
DRAWING DEPICTS SUB LONGITUDINAL FRAME WITH ONE BOLT AND 1/4" WELD BEAD AROUND THE PERIMETER OF THE SHEAR PLATE

IF REAR BRACKET AND SUB FRAME ARE NOT WELDED, TWO BOLTS WILL BE NECESSARY TO ATTACH REAR BRACKET TO SUB FRAME. THREE BOLTS/NUTS/WASHERS ARE NEEDED TO ATTACH THE REAR BRACKET TO OEM FRAME.

VIEW B

LEFT REAR BRACKET (SUB LONGITUDINAL FRAME) RIGHT REAR BRACKET IS A MIRRORIMAGE.

FIGURE A - TECHNIQUE #1
Shear Plates w/Longitudinal Frame


BACK OF CAB
SUB CROSS–SILL FRAME RAILS
SUB CROSS–SILL FRAME RAILS
FUEL FILLER CLEARANCE
U–BOLTS
OEM FRAME
FRONT SHEAR PLATE
VIEW C
VIEW D
REAR BUMPER BRACKET & SHEAR PLATE
SPACER – FRAME TO SUB
SUB CROSS–SILL FRAME RAILS
FRONT SHEAR PLATE MAT'L 3/8" HRLC STEEL
TAPERED SPACER
OEM FRAME
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS 4 REQ'D. SEE NOTES FOR MORE INFO
SUB CROSS–SILL FRAME RAILS
SPACER
REAR BRACKET BUMPER ATTACHME NT
OEM FRAME
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS (5) REQ'D. NSEE NOTES FOR MORE INFO

ATTACHMENT ARRANGEMENT WITH CROSS-SILL SUB FRAME RAILS

VIEW C

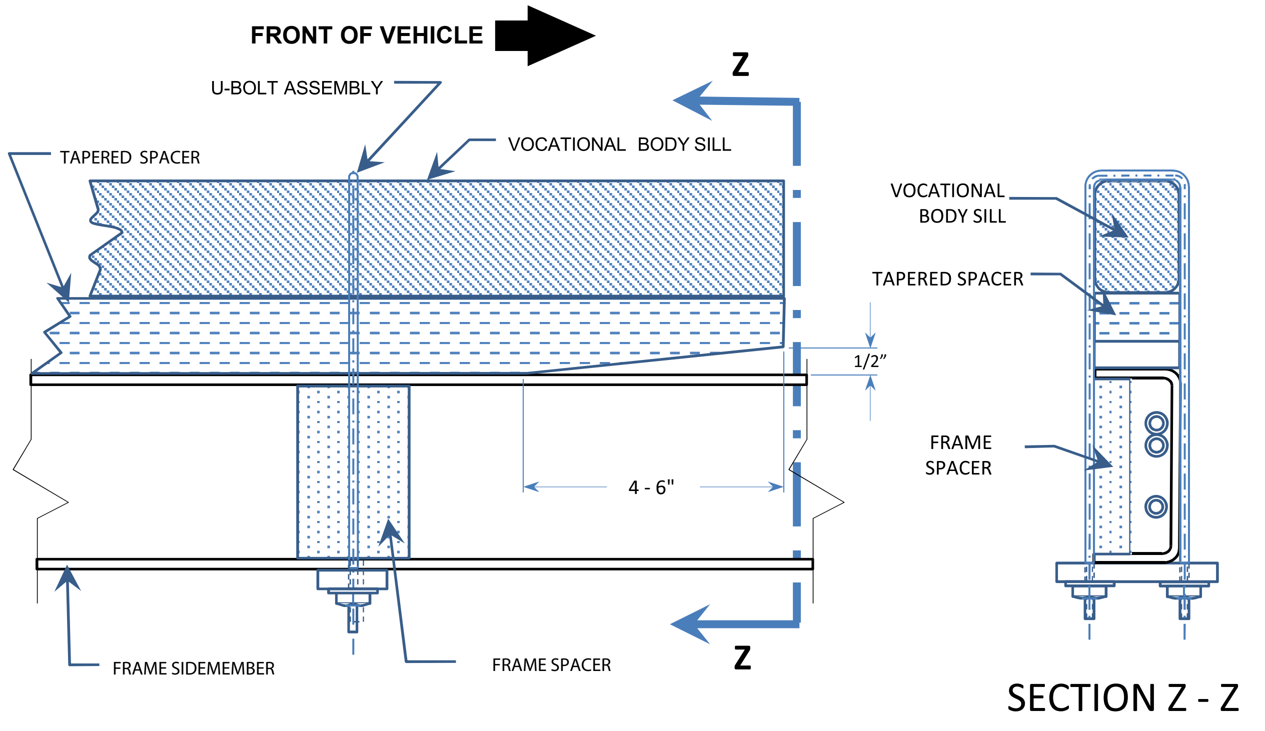
LEFT FRONT SHEAR PLATE (SUB CROSS–SILL FRAME) RIGHT SHEAR PLATE IS A MIRROR IMAGE

VIEW D

LEFT REAR BRACKET (SUB CROSS–SILL FRAME) RIGHT REAR BRACKET IS AMIRROR IMAGE.

FIGURE B - TECHNIQUE #2
Shear Plates w/Cross-Frame

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
SECOND-UNIT-BODY (SUB) MOUNTING GUIDELINES (Cont'd)


FRONT OF VEHICLE
U-BOLT ASSEMBLY
TAPERED SPACER
VOCATIONAL BODY SILL
Z
1/2"
4 - 6"
Z
FRAME SIDEMEMBER
FRAME SPACER
VOCATIONAL BODY SILL
TAPERED SPACER
FRAME SPACER
SECTION Z - Z

TYPICAL INSTALLATION
(VIEW SHOWING INBOARD SIDE OF RAIL)

Where wrap-around body attachments (such as U-Bolts) are used, the frame side members must have flange reinforcement spacers to avoid flange damage when full torque is applied to attaching bolts. Spacers are recommended and must be cut out to clear brake lines, fuel lines, wiring, etc. If metal spacers are used, no welding to frame side members is permitted. Tapered spacers between vocational-body sill and frame side member flanges are recommended. Recommend taper is ½" at the front end, diminishing to contact 4 to 6 inches rearward. (see sketch for typical installations)

FIGURE C - CHASSIS CAB SUB-MOUNTINGSPACER

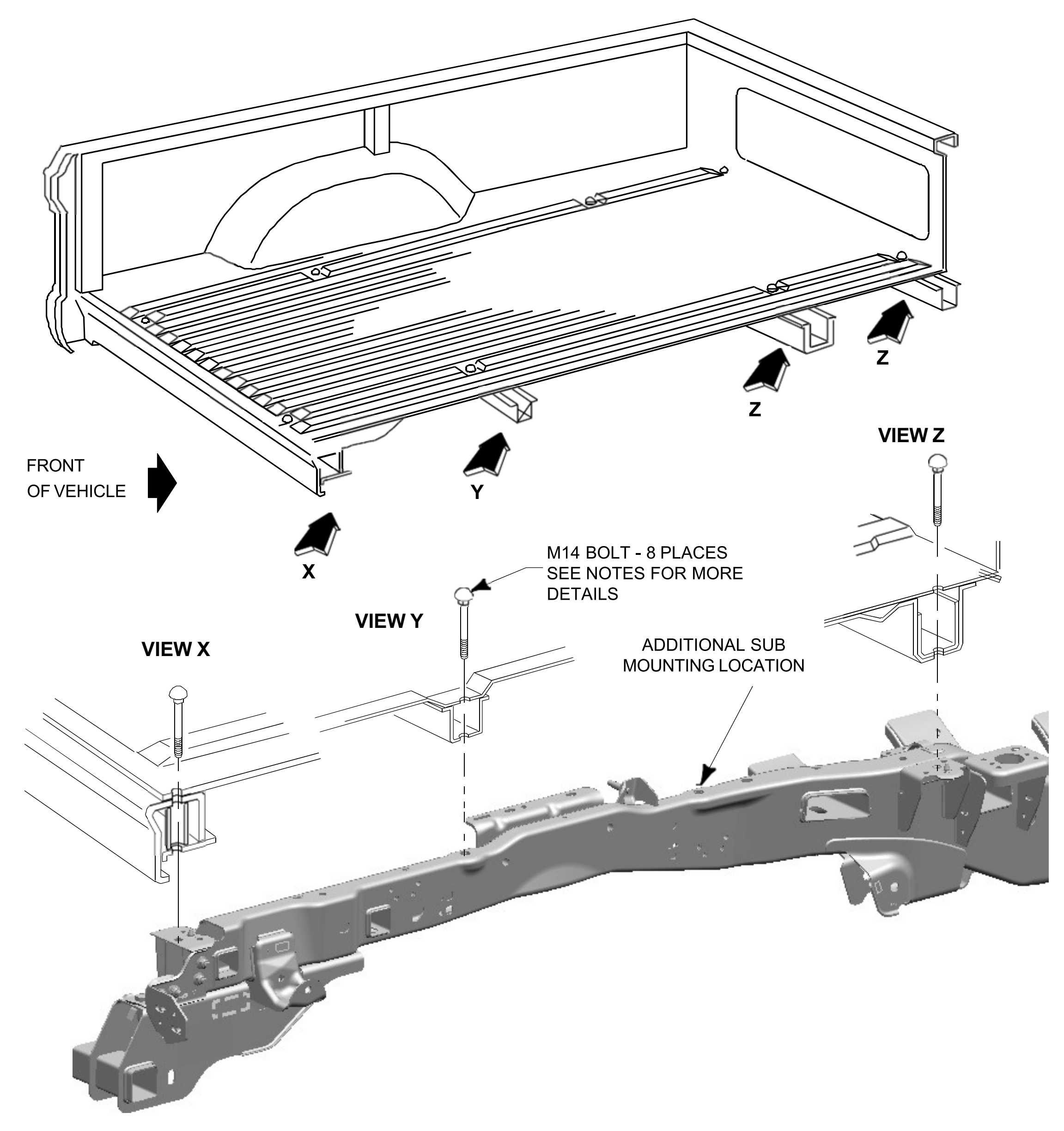

FRONT OF VEHICLE
X
Y
Z
Z
VIEW Z
VIEW X
VIEW Y
M14 BOLT - 8 PLACES
SEE NOTES FOR MORE DETAILS
ADDITIONAL SUB MOUNTING LOCATION

FIGURE D – TOP-BOLTING
SUB-Mounting for Pickup Box Delete/ Removal

SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
SECOND-UNIT-BODY (SUB) MOUNTING GUIDELINES (Cont’d)

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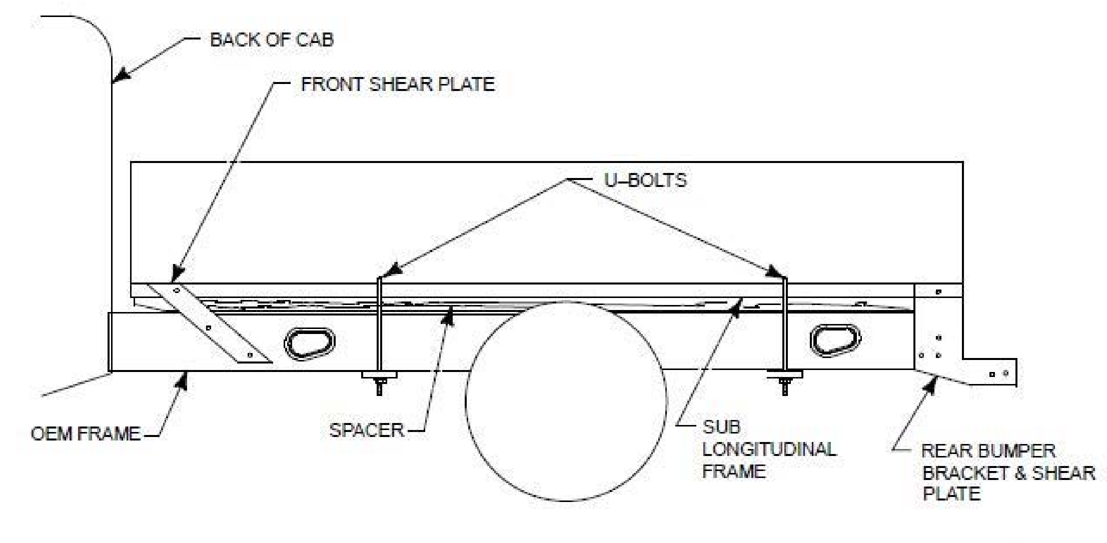
SUPER DUTY F-SERIES
DESIGN INFO / RECOMMENDATIONS
SECOND-UNIT-BODY (SUB) MOUNTING GUIDELINES (Cont'd)

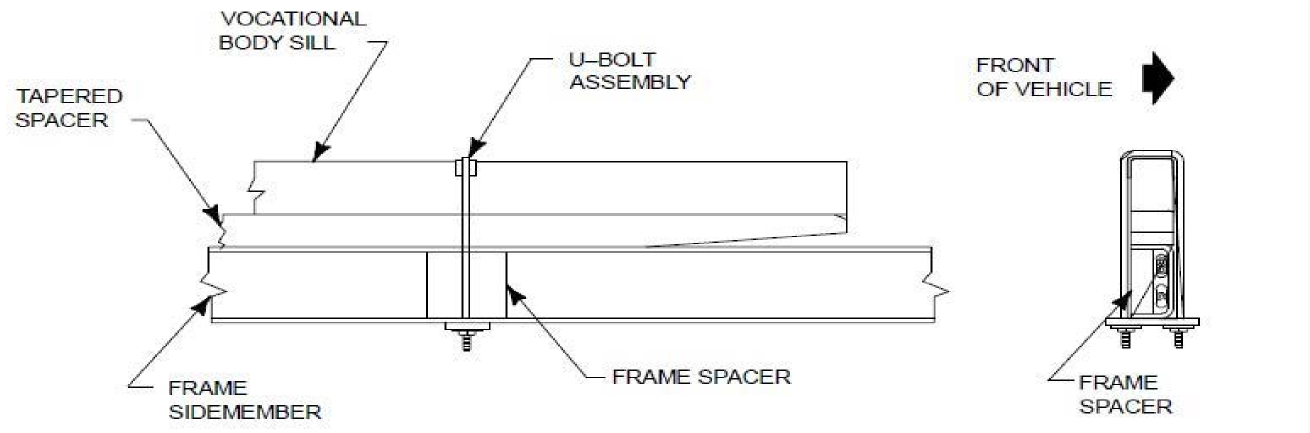
U-bolt Attachments


BACK OF CAB
FRONT SHEAR PLATE
U–BOLTS
OEM FRAME
SPACER
SUB LONGITUDINAL FRAME
REAR BUMPER BRACKET & SHEAR PLATE

Same front and rear shear plate attachment as SUB mounting techniques #1 and #2 with a U-Bolt spaced every 24 to 36 inches. Torque 5/8" U-bolts to 60-65 ft-lb. Do not notch the frame flanges to make the U-bolts fit. Place a spacer in between the OEM frame flanges to provide proper U-bolt torque.

Figure E
SUPER DUTY F-SERIES SUB MOUNTING
FOR 60", 84", 108" AND 120" CA CHASSIS CABS

Frame Spacer for U-bolt Attachments


VOCATIONAL BODY SILL
U–BOLT ASSEMBLY
FRONT OF VEHICLE
TAPERED SPACER
FRAME SIDEMEMBER
FRAME SPACER
FRAME SPACER

TYPICAL INSTALLATION
(VIEW SHOWING INBOARD SIDE OF RAIL)

Where wrap around body attachments (such as U-Bolts) are used, the frame sidemembers must have flange reinforcement spacers to avoid flange damage when full torque is applied to attaching bolts. Spacers are recommended and must be cut out to clear brake lines, fuel lines, wiring, etc. If metal spacers are used, no welding to frame sidemembers is permitted.

Tapered spacers between vocational-body sill and frame sidemember flanges are recommended. (see sketch for typical installations).

Periodic checking of body attachments for torque retention is highly recommended.

A minimum of one set of shear plates per side is recommended. Also, one set of side shift plates should be attached to vocational-body sills per side.

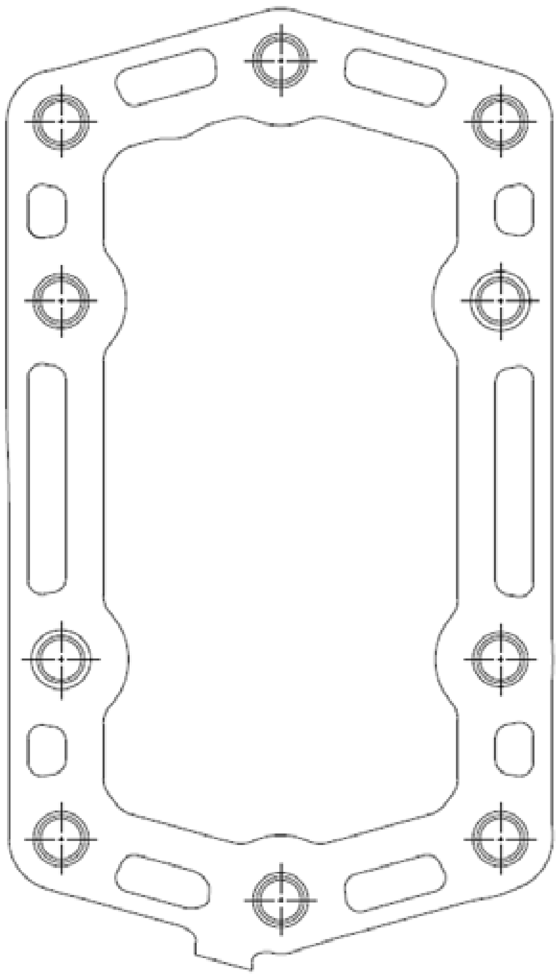
Figure F
SUPER-DUTY F-SERIES SUB MOUNTING
FOR 60", 84", 108" AND 120" CA CHASSIS CABS

DESIGN INFO / RECOMMENDATIONS

PTO (POWER TAKE-OFF) – MOUNTING INFORMATION (FOR GAS AND DIESEL)

System Data		**TORQSHIFT® 10R 10-SPEED AUTO TRANS**
Number of Teeth		46
Gear Ratio		0.885
Angle and Hand of Helix		RH Spur Gear
RPM @ 1000 Engine RPM		1130
Transmission Ratios	1	4.615
	2	2.919
	3	2.132
	4	1.773
	5	1.519
	6	1.277
	7	1.000
	8	0.851
	9	0.687
	10	0.632
	R	-4.695
Hydraulic Line Pressure (PTO-enabled in Park, Neutral or Drive)		200 PSI
Transmission Fluid Type (1)		Mercon ULV ATF
Aftermarket PTO Manufacturers (2)		**Muncie Power Products** Technical Service: (800) FOR-PTOS info@munciepower.com
		Chelsea Technical Service: (662) 895-1052 chelseatech@parker.com

See also the Electrical section in this BBLB for more PTO information.



TORQSHIFT® 10R (10-speed) PTO Pad

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(1) Consult https://www.fordbbas.com for more information.
(2) Consult the PTO manufacturers for more information.

Electrical

ELECTRICAL
ALL SUPER-DUTY
FORD CO-PILOT360™ TECHNOLOGY

Ford Co-Pilot360™ is a suite of driver-assist technology features that variously utilize a camera and/or radar system. The radar and camera systems help provide Ford Co-Pilot360 features such as:

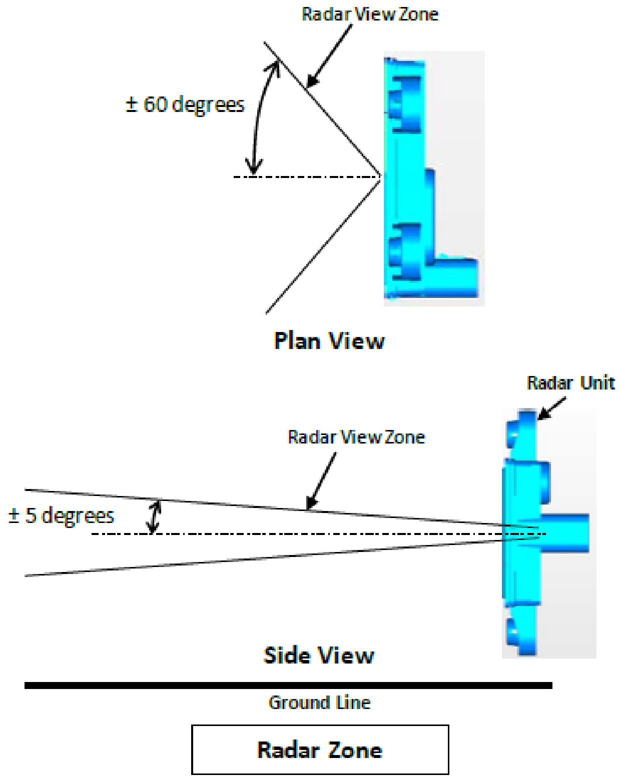
- Pre-Collision Assist with Automatic Emergency Braking (AEB)
- Forward Collision Warning
- Audible Lane Departure Warning
- Automatic High Beam

Installed upfitter equipment should not infringe on the radar or camera view zones. The CAD files of the radar and camera view zones are available upon request via the Ford BBAS web site (www.fordbbas.com/contactus).

Consult the Order Guide for feature availability by vehicle model.

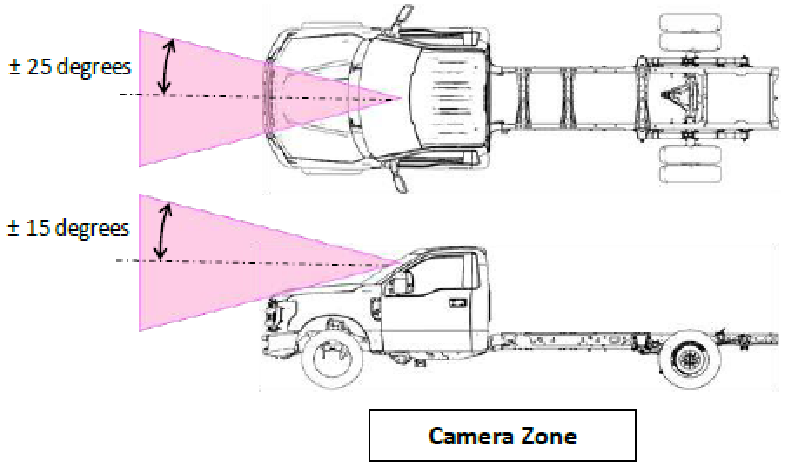
Radar View Zone

CAD File: FNA6220214


Radar View Zone
± 60 degrees
Plan View
Radar Unit
Radar View Zone
± 5 degrees
Side View
Ground Line
Radar Zone

Camera View Zone

CAD File: FNA7140171


± 25 degrees
± 15 degrees
Camera Zone

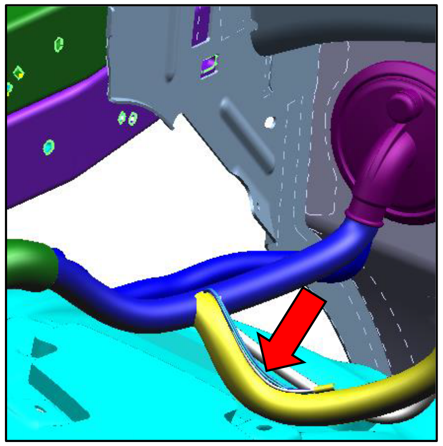
CUSTOMER ACCESS CIRCUITS – SUMMARY

Ford Super-Duty trucks are provided with several types of Customer Access Circuits to accommodate various electrical access and control functionalities.

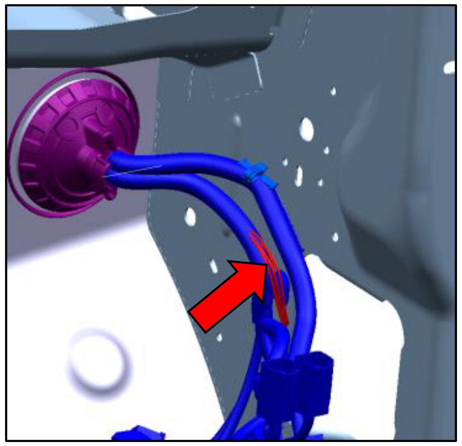
Pass-through Wires

All Super-Duty trucks come standard with a 4-wire bundle that is pre-routed through a grommet in the dash panel to provide a pathway between the cabin interior and the underhood compartment (engine bay). This pass-through harness has blunt-cuts on both ends. The in-cab blunt-cuts are located behind the interior trim side kick panel in the front passenger footwell. The underhood blunt-cuts are located on the passenger side just forward of the dash panel harness grommet. It may facilitate access to the underhood end of the pass-through wires by removing the front right wheel/tire and wheel arch liner.

Pass-through Wires	Wire Color
Wire 1	BN / WT
Wire 2	WH
Wire 3	WH / OG
Wire 4	GY / OG



Underhood
(Passenger Side)



Front Footwell
(Passenger Side)

Customer Access at Upfitter Relay Box

There are 4 customer-access blunt-cut circuits (14-gage), located under the Upfitter Relay Box in the engine bay in the same wire bundle as the 6 upfitter switch blunt-cuts, available for the following functions:

- Run / Start	- PTO Relay Output
- Battery Hot	- PTO Relay Control

See the Upfitter Relay Box section of this BBLB for more detailed information.

Upfitter Relay Box / Upfitter Switches

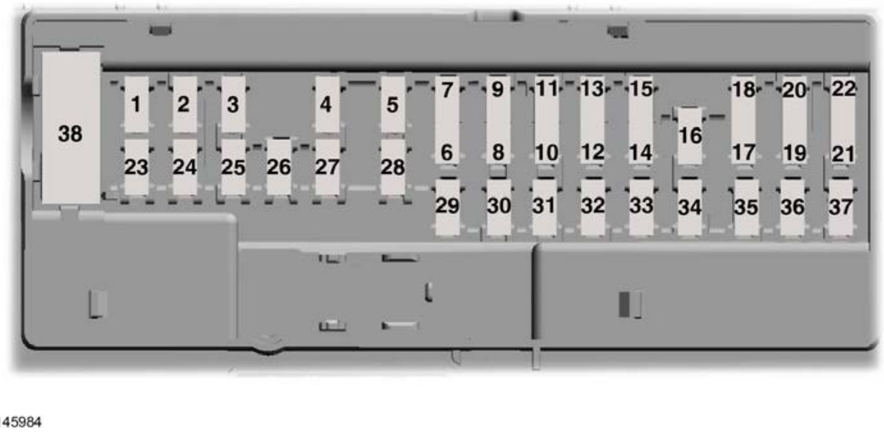
A 6-pack of Upfitter Switches are optionally available on all Super-Duty trucks. This feature provides a bank of 6 switches on the overhead center console in the cabin. These switches are pre-wired to the Upfitter Relay Box (with 6 blunt-cut output wires) located underhood on the passenger side. The Upfitter Switches, in conjunction with the Upfitter Relay Box, can be configured by the upfitter to control various upfitter-installed equipment.
See the Upfitter Relay Box and Upfitter Switches sections elsewhere in this BBLB for more detailed info.

SEIC / PTO / Customer Access Harness with Blunt-cuts

A connector is provided (with a mating blunt-cut harness) on all Super-Duty trucks, located behind the side kick panel in the passenger footwell, to allow control of the PTO system as well as access to 6 other vehicle system signal outputs. See the SEIC / PTO section of this BBLB for more details.

ALL SUPER-DUTY
FUSE LAYOUT – BODY CONTROL MODULE (BCM)

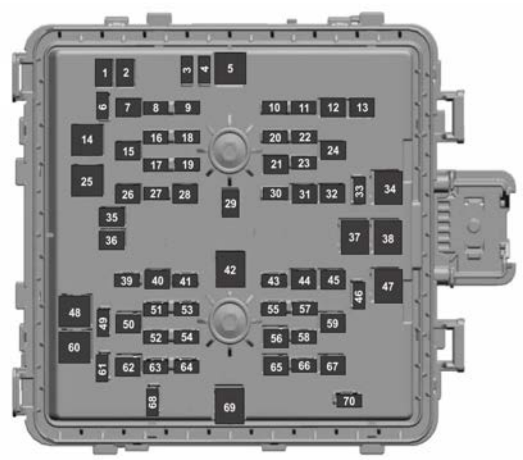
Fuse Number	Fuse Rating	Protected Component
1	—	Not used.
2	10 A	Driver door pack switch. Power sliding rear window switch.
3	7.5 A	Seat memory switch.
		Power lumbar motor. Wireless charging module.
4	—	Not used.
5	—	Not used.
6	10 A	Power telescoping mirrors switch. Front power windows switch.
7	10 A	Brake on-off switch.
8	5 A	Embedded modem.
9	5 A	Combined sensor module.
10	—	Not used.
11	—	Not used.
12	7.5 A	On-board diagnostic module. Smart data link connector. Climate control module.
13	7.5 A	Steering column control module. Instrument cluster.
14	—	Not used.
15	15 A	SYNC. Display.
16	—	Not used.
17	7.5 A	Active front steering module. Park aid module.
18	7.5 A	Selectable drive modes switch. Select shift switch.
19	5 A	Head up display.
20	5 A	Ignition switch. Key inhibit solenoid.
21	5 A	Head up display. In-vehicle temperature and humidity sensor.
22	5 A	Upfitter switches.



Fuse Number	Fuse Rating	Protected Component
23	30 A	Driver front door module.
24	30 A	Moonroof.
25	—	Not used.
26	30 A	Passenger front door module.
27	—	Not used.
28	30 A	Amplifier.
29	15 A	Adjustable pedals switch.
30	5 A	Brake on-off output to trailer brake controller and customer access circuits.
31	10 A	Remote keyless entry.
32	20 A	Radio.
33	—	Not used.
34	30 A	Run/start relay.
35	—	Not used.
36	15 A	Camera module. Lane keeping system. Auto-dimming interior mirror. Rear heated seats.
37	20 A	Heated steering wheel.
38	30 A	Power windows.

Note: Spare fuse amperage may vary.

ALL SUPER-DUTY
FUSE LAYOUT – PDB / HCFB



Fuse Number	Fuse Rating	Protected Component
1	20 A	Power point 4.
2	20 A	Power point 3.
3	10 A	Spot light module.
4	10 A	Four-wheel drive vacuum solenoid.
5	40 A	Active front steering.
6	10 A	Snow plow.
7	30 A	Trailer tow battery charge.
8	10 A	Anti-lock brake system module.
9	10 A	Electronic power assisted steering module.
10	30 A	Trailer tow park lamps.
11	20 A	Horn.
12	30 A	Torque overlay.
13	30 A	Power sliding rear window.
14	40 A	Body control module - battery power in feed 1.
15	30 A	Passenger seat power.
16	10 A	Powertrain control module. Transmission control module.
17	10 A	Blind spot information system.
18	10 A	Four-wheel drive module.
19	5 A	Adaptive cruise control.
20	15 A	Heated mirrors.
21	40 A	Heated rear window.
22	10 A	On-board diagnostic module. Smart data link connector.
23	15 A	Transmission control module.
24	30 A	Driver power seat.
25	25 A	Voltage quality module.
26	30 A	Trailer tow battery charge.
27	20 A	Rear heated seats.
28	25 A	Glow plug (diesel).
	—	Not used (gas).
29	40 A	Electric power assisted steering motor.
30	10 A	Heated wiper park.
31	20 A	Power point 5.
32	25 A	Four-wheel drive module.
33	10 A	Alternator sense line 2.
34	50 A	Electric cooling fan (gas). Supplemental air heater (diesel).
35	20 A	Power point 2.
36	20 A	Power point 1.
37	60 A	Anti-lock brake system pump.
38	60 A	Inverter.
39	25 A	Four-wheel drive module.
40	30 A	Starter motor solenoid.
41	10 A	Tailgate release solenoid.
42	40 A	Blower motor.
43	10 A	Trailer tow backup lamps.
44	40 A	Trailer tow lighting module.
45	30 A	Anti-lock brake system valve.
46	30 A	Compressed natural gas module power.
47	50 A	Supplemental air heater (diesel).
	—	Not used (gas).
48	50 A	Supplemental air heater (diesel).
	—	Not used (gas).
49	—	Not used.
50	30 A	Heated and cooled seats.
51	20 A	Powertrain control module.
52	15 A	Compressed natural gas (gas). Fuel rail pressure relief control (diesel).
53	20 A	Exhaust gas recirculation stepper motor (gas). Universal exhaust gas oxygen sensors (gas). Exhaust gas recirculation cooler bypass (diesel). Urea pump motor controller (diesel). Oxygen sensors.
54	20 A	A/C clutch relay power. Fan clutch.
55	5 A	Rain sensor.
56	30 A	Windshield wipers.
57	10 A	Vehicle Integration System 1
58	10 A	Alternator sense line.
59	30 A	Power running boards.
60	40 A	Body control module - battery power in feed 2.
61	10 A	Telescopic mirror motors.
62	40 A	Trailer brake control. Aftermarket e-brake access.
63	15 A	Multi-contour seats.
64	20 A	Ignition coil (gas). Glow plug module (diesel). Nitrogen oxide module (diesel). Urea level and quality sensor (diesel).
65	30 A	Fuel pump.
66	10 A	A/C clutch solenoid.
67	40 A	Auxiliary lighting module.
68	10 A	Powertrain control module.
69	60 A	Body control module power.
70	30 A	Trailer tow stop and turn lamps.

Note: Spare fuse amperage may vary.

ALL SUPER-DUTY
REAR-VIEW CAMERA

All vehicles (GVWR 10,000 lbs and under) completed in 2 or more stages (i.e. produced by Ford as incomplete vehicles) are required to comply with FMVSS 111 requirements for rear visibility (including rear-view camera). **FMVSS 111 requirements only affect vehicles 10,000 lbs GVWR or less.** This information is being provided to assist upfitters who are completing Super-Duty Chassis Cabs or Box-Delete vehicles comply with FMVSS 111 rear-view camera requirements using the available Ford reverse-camera kit.

Rear-View Camera Prep Kit (Order Code 872)

A rear-view camera and prep kit for incomplete vehicles is available as an orderable option (see Figures 1 and 2) with all Pick-up Box Delete and Chassis Cab incomplete vehicles. The optional Prep kit is available with the following displays:

		Display	
	Trim Level	**4.2-inch**	**8-inch**
Chassis Cab	XL	S	- -
	XLT	- -	S
	Lariat	- -	S
Pickup / Box-Delete (1)	XL	S	O (2)
	XLT	- -	S

(1) Order Code 66D
(2) Order Code 913

S – Standard
O – Optional

Rear-View Camera Service Kit (Service Part # JC3Z-19G490-D)

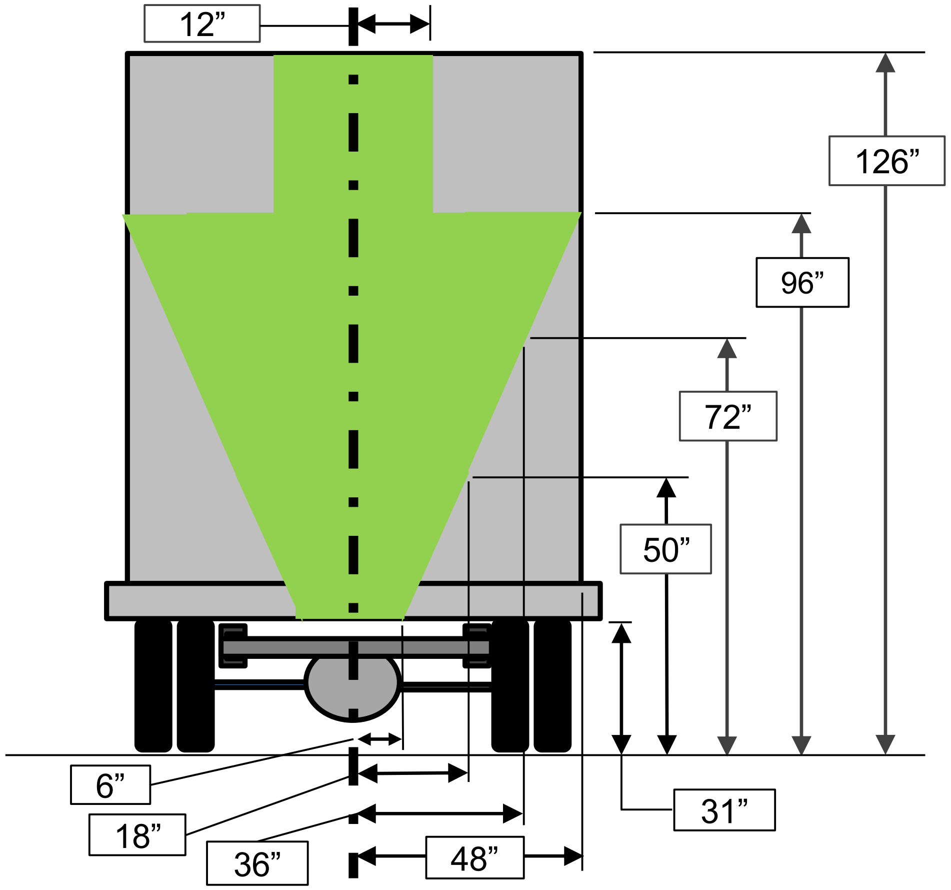
A service kit is also available through Ford Service. This service kit is compatible with all chassis cab and box-delete vehicles. Vehicles ordered with the base audio package will have a 4.2-inch display in the center stack. There is no longer a rear-view mirror display available on Super-Duty. For a chassis cab or box-delete camera kit installed post-production, a Ford Diagnosis and Repair System (FDRS) tool is required to make the parameter change needed to activate the service kit camera / display.

Ford Camera Kit Compliance Capability

Ford has tested the rear view camera kit in combination with the 4.2-inch and 8-inch displays. The camera / display pairing is capable of meeting the backup camera portion of FMVSS 111 when mounted in the zones defined below.

Compliance to FMVSS 111 is the responsibility of the upfitter who alters the vehicle. This information is provided for directional purposes only, based on testing done by Ford.

If equipped with a **4.2-inch** display OR **8-inch** display, the camera included in kit is capable of complying with FMVSS 111 field-of-view requirements when mounted in the areas defined in the figure below.

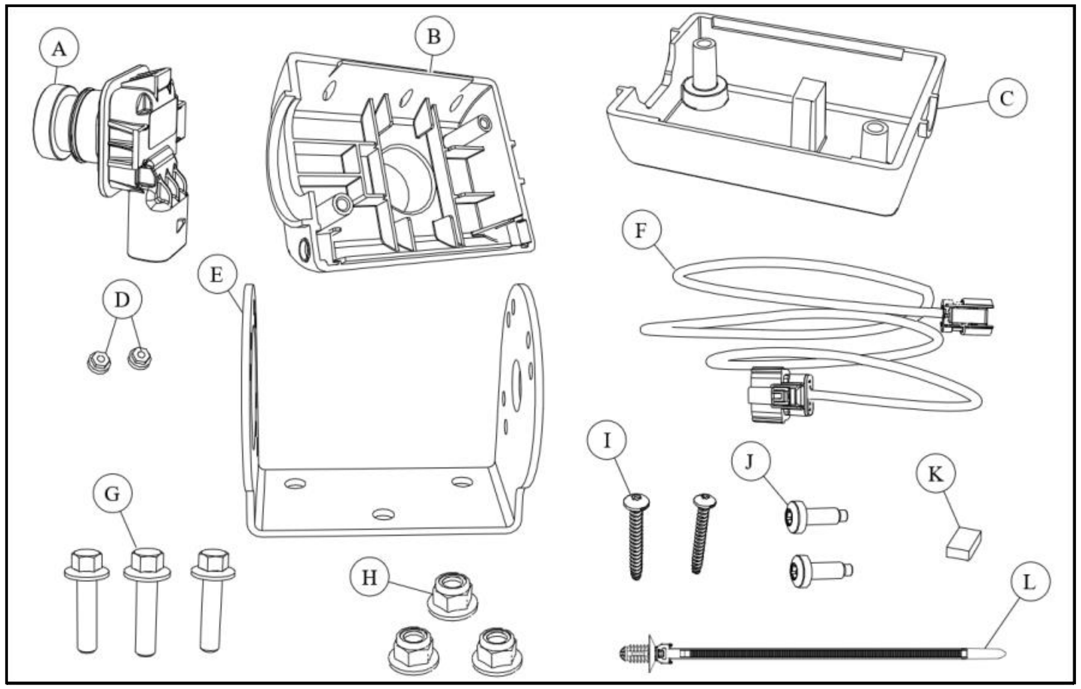


Instructions for enabling the camera / display are available at the following link:
http://www.fordservicecontent.com/ford_content/catalog/accessory_files/2020_P558_Rear_Camera_Kit_Enable_Disable.pdf

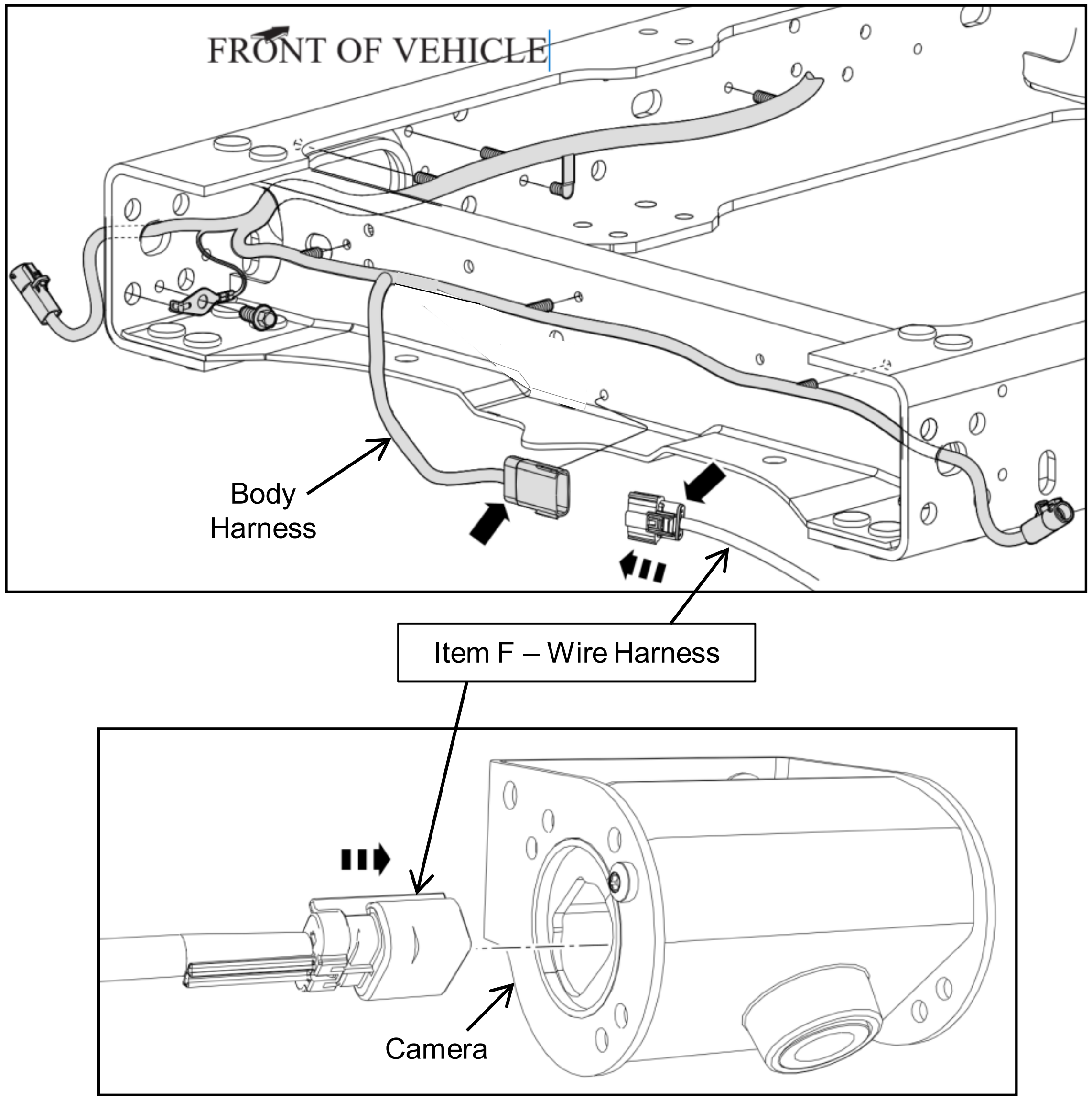
ALL SUPER DUTY
REAR VIEW CAMERA

Contents: Rear-View Camera Service Kit

Item	Qty	Description
A	1	Rear-view Camera
B	1	Front Camera Case Half
C	1	Rear Camera Case Half
D	2	Screw Retaining Nuts
E	1	Mounting Bracket
F	1	Wire Harness
G	3	Bolts
H	3	Nuts
I	2	Screws (longer)
J	2	Screws (shorter)
K	1	Foam Pad
L	1	Push-pin Tie Strap



Connecting the Rear-View Camera Service Kit



The NTEA has provided detailed information and educational resources to help members better understand the FMVSS 111 reverse-camera conformity (including a manual and test kit).
Link: http://www.ntea.com/fmvss111rearvisibility

ALL SUPER-DUTY
SEIC / PTO / BCP OVERVIEW

Stationary Elevated Idle Control (SEIC)

SEIC is a powertrain control module (PCM) strategy that provides elevated engine speed to drive auxiliary commercial equipment such as hydraulic pumps, generators or air compressors.
SEIC can also be used to maintain vehicle battery charge under extreme electrical demands, although the Battery Charge Protect (BCP) feature is a more effective means for doing that.
SEIC is standard in all PCMs for Super-Duty trucks.
On 6.7L diesel only: Split-shaft mode engages the transmission output shaft.

Customer Access Wires for SEIC and VSO/CTO/PARK Signals

- Located in cabin, tagged and bundled behind the passenger side kick panel. Pass -thru wires are in the same location.
- The final-stage manufacturer or upfitter is required to supply the customer-interface equipment.

Transmission Power Take-off (PTO) Gear and Port

- Available on F-250/350/450/550/600.
- Available for TorqShift™ automatic transmissions by ordering "Transmission Power Take-Off Provision" (Order Code 62R). The PTO gear is direct-splined to the torque converter impeller hub.
- NEVER use any sealer, especially silicone-based, on the PTO port gasket.
- TorqShift™ 10R (10-speed) Automatic Transmission: The PTO gear delivers up to 300 ft-lbs of torque (with the diesel) engine and 250 ft-lbs (for the 6.2L and 7.3L gas engines) to the aftermarket PTO.
- The powertrain cooling system can manage the heat of 40 HP (gas engine) and 60HP (diesel engine) during continuous operation. Higher horsepower can be delivered, but for shorter durations depending on the amount of power required. Upfitters should consult with the PTO manufacturers to get their continuous power ratings.
- Some aftermarket PTOs may not be capable of using the full available torque.Consult with the aftermarket PTO supplier to ensure the appropriate PTO selected for the application.

Summary – Max PTO Loads

Engine	Mode	Max Load at Transmission PTO Gear
6.7L Diesel	Stationary	300 ft-lbs
	Mobile	150 ft-lbs (750-900 RPM)
		200 ft-lbs (>900 RPM)
	Split-Shaft	N / A
7.3L Gas	Stationary	250 ft-lbs
	Mobile	125 ft-lbs
6.2L Gas	Stationary	250 ft-lbs
	Mobile	115 ft-lbs

Battery Charge Protect (BCP)

Available on all Super-Duty vehicles. This is a PCM feature that helps maintain battery state-of-charge. When 12V is applied to the BCP SW circuit, the engine speed goes immediately to 600 RPM. From this state, the PCM uses battery voltage as w ell as ambient air temp and engine oil temperature information to raise engine speed higher to maintain battery charge.

Adaptive Cooling

This PCM strategy automatically restricts engine power when it senses an over-temperature condition and may interrupt the SEIC-PTO operation.
Typically, the over-temperature condition it reacts to will also show up on the temperature gage on the instrument panel.
Elevated engine speed, typical of SEIC operation, may help avoid Adaptive Cooling occurrence due to the resultant additional engine and transmission coolant flow.
However, depending on the auxiliary PTO power being demanded, 900 rpm may not be enough to prevent the power train from entering Adaptive Cooling mode, but 1500 rpm may.

Additional Schematics beyond those shown in this document are available in the workshop manual. Refer to BBAS Bulletin Q-118 for instructions on how to access to Ford Wiring diagrams, Workshop manuals and powertrain control/Emissions Diagnostics.

ALL SUPER-DUTY
SEIC AND MOBILE MODE

SEIC – Stationary Elevated Idle Control

Operates with transmission in “Park” at elevated engine speed. Intended to be commanded ONLY by applying battery voltage to certain customer-access blunt-cut wire circuits, and adding a target-speed resistor, and is only available when the vehicle road speed CAN signal is zero.

- Includes a PTO RELAY circuit which changes from open-circuit to ground when enables are met that may be used to activate an indicator lamp and/or relay that can be used to provide power to an aftermarket PTO clutch or solenoid.
- Engine speed ramp-rates are configurable, by means of an FDRS tool, for all powertrains. Default ramp-rate for all powertrains is 200 RPM/second.
  - Configurable ramp rates are as follows:
    - Diesel: 100 – 800 RPM/sec (in 100 RPM/sec increments).
    - Gas: 100 – 1000 RPM/sec (in 100 RPM/sec increments).
- See wiring diagram elsewhere in this BBLB document.

SEIC Typical Engagement Sequence

1. 12V is applied to PTO 1 circuit.
2. PCM looks for the following enabling conditions:
   - Parking brake applied.
   - Foot off of service brake.
   - Vehicle in PARK.
   - Foot off of accelerator pedal.
   - Vehicle speed is 0 mph (stationary).
   - Engine at a stable base idle speed.
   - Transmission Oil Temp above 20° F.
   - 6.7L only - Engine Coolant Temperature (ECT) 20° F minimum.
   - 6.2L / 7.3L only - Engine Coolant Temperature (ECT) 20° F minimum.
3. Command is sent to boost the transmission hydraulic line pressure to a minimum of 200 psi, which is used by the aftermarket PTO supplier to hold their PTO Clutch. Command is sent to increase engine speed to 900 rpm.
4. The PTO RLY circuit changes from open-circuit to ground. If the upfitter uses the circuit wiring offered in this document then this will provide battery voltage to the aftermarket PTO solenoid to engage the PTO.
5. Engine RPM ramps to the target speed as determined by the resistor selection.
6. See complete list of PTO Enable / Disable conditions elsewhere in this BBLB.

Mobile Mode

Operates in all gears and all vehicle speeds. The engine idle speed is elevated to 750 RPM when the Mobile Mode is initiated. Engine RPM is controlled by the driver through the throttle pedal but peak engine speed is not limited beyond normal operating ranges. -**Note: Requires a 641ohms Resistor to be installed by upfitter to achieve full engine speed range**

Engine Speed Limiting (ESL) feature will be available on all 3 powertrains: ESL feature controls the engine speed in Mobile Mode below a selectable maximum threshold. **Maximum RPM is determined by the resistor installed between the PTO REF and PTO RPM circuits. See subsequent page for RPM / resistor values.**

- Transmission behavior changes in Mobile Mode due to upshifting performance; e.g. it is possible for a customer to reach max. RPM in a lower gear, and the transmission is unable to accelerate – or upshift – to the next gear.
- If this action is not desired, the operator can:
  - Ease up on the accelerator pedal and receive an upshift, or…
  - Put the transmission in manual mode and select the gears manually.
- Selected target RPM has a margin of +/- 15% based on transient conditions (for example, descending a grade).
- Mobile PTO may overshoot selected the RPM by 100-200 RPM for drivability.
  - An additional aftermarket PTO rev limiter may be required to prevent over-speed damage to attached pumps and equipment.

Note: If the PTO feature is used for extended periods of time without vehicle movement it is recommended to switch to Stationary Mode.

Note: In Mobile Mode, there is no engine speed limiter unless the Engine Speed Limiter (ESL) feature is enabled via the resistor chart (provided on a subsequent Page in this BBLB)

Mobile Mode Typical Engagement Sequence

1. 12V applied to PTO 2 circuit.
2. PCM looks for the following enabling conditions:
   1. Transmission Oil Temp above 20° F.
   2. 6.7L: Engine Coolant Temp (ECT) 20° F minimum.
   3. 6.2L / 7.3L: Engine Coolant Temperature (ECT) 20° F minimum.

   (See subsequent page for complete list of Enable / Disable conditions.)

1. PCM looks for voltage on PTO RPM circuit.
2. Command is sent to boost transmission hydraulic -line pressure to a minimum of 200 psi, which is used by the aftermarket PTO supplier to hold their PTO clutch.
3. The PTO RLY circuit changes from open-circuit to ground. If the upfitter uses the circuit wiring offered in this document then this will provide battery voltage to the aftermarket PTO solenoid to engage the PTO.
4. Engine idle increases to 750 RPM.

ALL SUPER-DUTY
CONFIGURABLE SEIC ENGINE SPEEDS (GAS)
SAMPLE SCHEMATICS

Sample Procedure: Three-speed SEIC (1300, 1800 and 2400 RPM) with 2 switches

Scenario 1 (2400 RPM): Choose a resistor for the highest of the three desired speeds, 2400 RPM in this example, which requires a 641-Ohm resistor (per the resistor tables). This will be referred to as R3. When Switch 2 is closed, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms.
R3 = 641 Ohms.

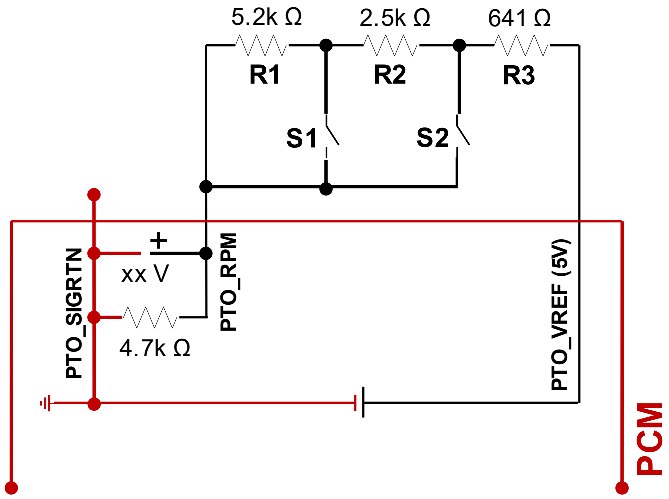
With switch 1 closed or open and switch 2 closed, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms, resulting in 4.4 Volts between PTO_RPM and PTO_SIGRTN, resulting in 2400 RPM's.

Scenario 2 (1800 RPM): Choose a resistor for the middle speed, 1800 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 3133 Ohms. When Switch 1 is closed, the total resistance between PTO_VREF and PTO_RPM needs to be 3133 Ohms (per the resistor tables), which is the sum of R3 and R2. Switch 2 must be open in this scenario.
Since R3 + R2 = 3133 Ohms,
R2 = 3133 Ohms – R3
R2 = 3133 Ohms - 641 Ohms
R2 = 2492 Ohms

With switch 1 closed and switch 2 open, the total resistance between PTO_VREF and PTO_RPM is R3+R2 = 3133 Ohms, resulting in 3.0 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1800 RPM's (1805 RPMs to be exact).

Scenario 3 (1300 RPM): Choose a resistor for the lowest of the three speeds, 1300 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 8356 Ohms (per the resistor tables). When switch 1 and switch 2 are both open, the total resistance between PTO_VREF and PTO_RPM needs to be 8356 Ohms, which is the sum of R1, R2 and R3.
Since R1 + R2 + R3 = 8356 Ohms,
R1 = 8356 Ohms – R2 – R3
R1 = 8356 Ohms - 2942 Ohms - 641 Ohms
R1 = 5223 Ohms

With switch 1 and switch 2 both open, the total resistance between PTO_VREF and PTO_RPM is R1+R2+R3 = 8356 Ohms, resulting in 1.8 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1300 RPMs (1295 RPM to be exact).



Sample Procedure: Three-speed SEIC (1300, 1800 and 2400 RPM) with 3-position switch

Scenario 1 (2400 RPM): Choose a resistor for the highest of the three desired speeds, 2400 RPM in this example, which requires a 641-Ohm resistor (per the resistor tables). This will be referred to as R3. When the switch is in Position 3, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms.
R3 = 641 Ohms.

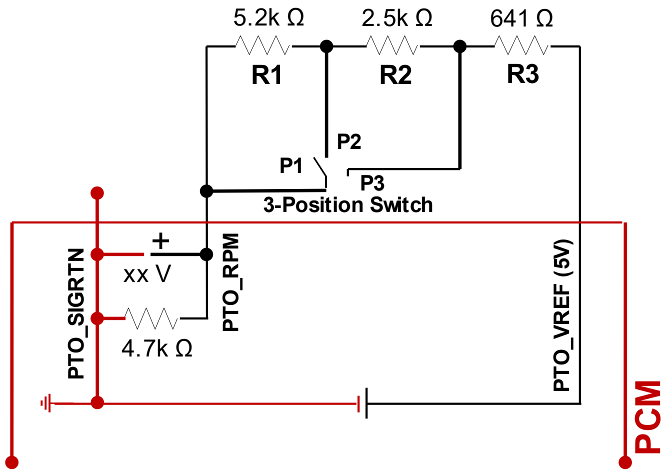
When the switch is in **Position 3**, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms, resulting in 4.4 Volts between PTO_RPM and PTO_SIGRTN, resulting in 2400 RPM.
Note that in Position 3, the measured resistance across R1 and R2 is zero Ohms, thus the total resistance between PTO_VREF and PTO_RPM is R3.

Scenario 2 (1800 RPM): Choose a resistor for the middle speed, 1800 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 3133 Ohms (per the resistor tables). So when the switch is in Position 2, the total resistance between PTO_VREF and PTO_RPM needs to be 3133 Ohms, which is the sum of R2 and R3.
Since R2 + R3 = 3133 Ohms,
R2 = 3133 Ohms – R3
R2 = 3133 Ohms - 641 Ohms
R2 = 2492 Ohms

When the switch is in **Position 2**, the total resistance between PTO_VREF and PTO_RPM is R3 + R2 = 3133 Ohms, resulting in 3.0 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1805 RPM (~1800).
Note that in Position 2, the measured resistance across R1 is zero Ohms, thus the total resistance between PTO_VREF and PTO_RPM is the sum of R2 and R3.

Scenario 3 (1300 RPM): Choose a resistor for the lowest of the three speeds, 1300 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 8356 Ohms (per the resistor tables). So when the switch is in Position 1, the total resistance between PTO_VREF and PTO_RPM needs to be 8356 Ohms, which is the sum of R1, R2 and R3.
Since R1 + R2 + R3 = 8356 Ohms,
R1 = 8356 Ohms – R2 – R3
R1 = 8356 Ohms - 2942 Ohms - 641 Ohms
R1 = 5223 Ohms

When the 3-position switch is in **Position 1**, the total resistance between PTO_VREF and PTO_RPM is 8356 Ohms, resulting in 1.8 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1295 RPM (~1300).
Note that switch Position 1 is not connected to anything, where this allows for the total resistance between PTO_VREF and PTO_RPM to be the sum of R1, R2 and R3.



ALL SUPER-DUTY
SEIC / PTO INTERFACE – SPLIT-SHAFT MODE
6.7L DIESEL (ONLY)

Split-Shaft Mode (Diesel Only)

Split-Shaft Mode can be enabled by wiring in a resistive-circuit as shown in the **SEIC Interface Schematics** (see following pages). A resistor with the recommended value must be selected, and wired into the circuit to achieve Target Engine RPM - refer to the **Gas and Diesel Resistor Chart** for resistor values. Split-Shaft mode requires nominal (12V dc) voltage to be applied to both PTO 1 and PTO 2 circuits.

Split Shaft Engagement Procedure

1. Ensure the following engine is running and the engine coolant temp is above 20 ° F.
2. Apply park brake.
3. Disconnect vehicle drive train (transmission in NEUTRAL, 4x4 DISENGAGED) and engage PTO load.
4. With foot off both the service brake and accelerator pedals, turn Split-Shaft PTO on.
5. Depress the service brake, and while pressing the service brake, shift transmission into DRIVE and continue pressing the service brake for a minimum of 3 seconds to allow the system to shift the transmission into 7th gear, lock the torque converter, increase line pressure and elevate engine speed to a “stand-by” PTO speed (approximately 650 RPM).
6. Release the service brake and engine speed will ramp up to the target engine speed in a controlled manner.*
7. See elsewhere in this BBLB for a complete list of PTO Enable / Disable conditions.

* If vehicle unexpectedly lurches or moves upon releasing service brake, immediately depress brake pedal and shift transmission into PARK or NEUTRAL to secure vehicle. Contact Upfitter immediately.

ALL SUPER-DUTY
SEIC / PTO ENABLE/DISABLE CONDITIONS AND INTERFACE CONNECTORS

PTO Enable / Disable Conditions

Vehicle Conditions to Enable SEIC (all are required)	Vehicle Conditions that Disable SEIC (any one required) [1]	SEIC	Split-Shaft (Diesel Only) [3]	Mobil Mode
Parking brake applied	Parking brake disengaged	Yes	Yes	No
Foot off service brake	Service brake depressed	Yes	Yes [2]	No
Vehicle in PARK	Vehicle taken out of PARK	Yes	Yes [2]	No
Foot off accelerator pedal	Accelerator pedal depressed	Yes	Yes	No
Vehicle speed is 0 MPH (stationary)	Vehicle speed is not 0 MPH	Yes	Yes	No
Engine at a stable base idle speed	- -	Yes	Yes	No
Transmission oil temp. above 20° F	Transmission oil temperature exceeds 240° F (Diesel) or 250° F (Gas)	Yes	Yes	Yes
Engine coolant temp. at least 20° F (6.7L Diesel)	Engine coolant temperature exceeds 230° F	Yes	Yes	Yes
Engine coolant temp. at least 20° F (6.2L or 7.3L Gas)	Engine coolant temperature exceeds 230° F	Yes	N / A	Yes
- -	Catalyst temerature limit	Yes	Yes	Yes

Note 1: A "change-of-state" at the "PTO REQ1" input (for Stationary Elevated Idle Control non-Split-Shaft), or for both "PTO REQ1 and PTO REQ2" inputs (for Stationary Elevated Idle Control Split - Shaft) is required to re-invoke Stationary Elevated Idle Control. When a disable is seen by the PCM, the Stationary Elevated Idle Control function is de-activated, the "PTO RELAY" output circuit changes from a "ground-source" to "open-circuit" and engine speed returns to base idle. To reactivate Stationary Elevated Idle Control, the operator must open the PTO Switch to the "PTO REQ1" and "PTO REQ2" inputs, then close the PTO Switch again to the "PTO REQ1" or "PTO REQ1 and PTO REQ2" inputs.
Note 2: See Split-Shaft Mode description elsewhere in this BBLB.
Note 3: Brake pedal must remain depressed for a minimum of 3 seconds after moving gear shifter into DRIVE position in order to enable Split-Shaft Mode.

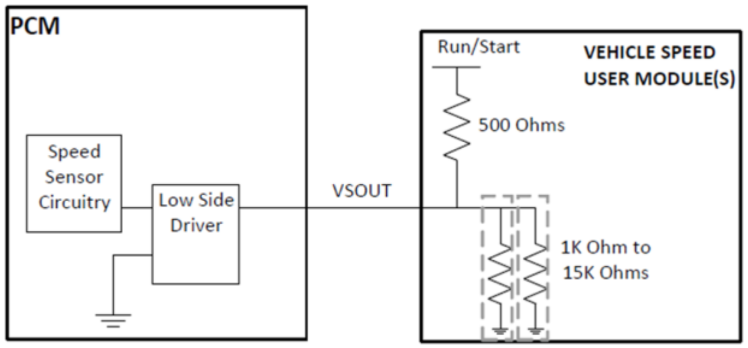
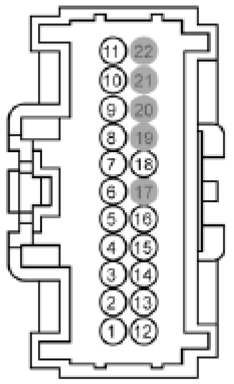


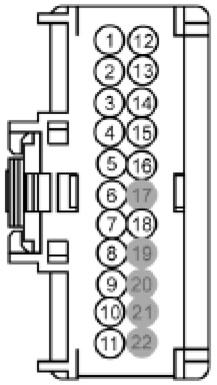
Illustration for Pin 12
(see following page)

C213 SEIC / PTO Connector with Customer Access Circuits

All Super-Duty trucks include a blunt-cut pigtail harness with a male SEIC interface connector located under the side kick-panel in the passenger footwell. This pigtail is included on all F-series Super-Duty vehicles. Replacements may be ordered through Ford Parts.
Service Part #: HC3Z-14A303-C.



Female Connector
(on vehicle-side harness)



Male Connector
(on blunt-cut pigtail)

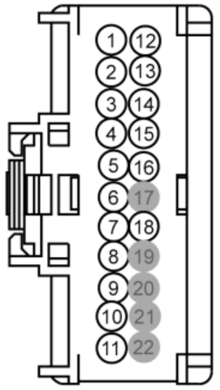
Blunt-cut Pigtail
(with male connector)
HC3Z-14A303-C

	Pin Description		Blunt-cut Wire Color
Pin #	Gas	Diesel	
1	BRAKE FEED	BRAKE FEED	YE/BU
2	RUN-START (5A FUSED)	RUN-START (5A FUSED)	GN/OG
3	BLUNT CUT BCPIL	BLUNT CUT BCPIL	BN
4	BLUNT CUT PTO RLY	BLUNT CUT PTO RLY	BU/WH
5	BLUNT CUT CTO	BLUNT CUT CTO	BU
6	N / A	CUST_ACC_BC_PTORT_D	GY/VT
7	BLUNT CUT PTO 1	BLUNT CUT PTO 1	YE/GN
8	BLUNT CUT BCP SW	BLUNT CUT BCP SW	VT/BN
9	BLUNT CUT PTO RPM	BLUNT CUT PTO RPM	GN
10	N / A	CUST_ACC_BC_PTORF_D	WH/BN
11	BLUNT CUT PTO 2	BLUNT CUT PTO 2	BU/OG
12	BLUNT CUT VS OUT	BLUNT CUT VS OUT	VT/OG
13	CUST_ACC_BC_TRO_N	CUST_ACC_BC_TRO_N	GN/WH
14	CUST_ACC_BC_TRO_P	CUST_ACC_BC_TRO_P	GY/BN
15	BLUNT CUT PARK BRAKE SW	BLUNT CUT PARK BRAKE SW	WH/VT
16	GAS SIG RTN C	- -	YE/VT
17	- -	- -	- -
18	BLUNT CUT PTO_VREF	- -	YE/GN
19	- -	- -	- -
20	- -	- -	- -
21	- -	- -	- -
22	- -	- -	- -

See detailed description tables on the following pages of this BBLB.

ALL SUPER-DUTY
PTO / CUSTOMER ACCESS CONNECTOR – BLUNT-CUT DESCRIPTIONS

Customer Access Blunt-cuts:

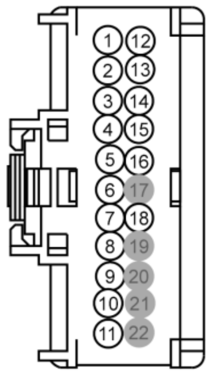


Male Connector
(on blunt-cut pigtail)

Blunt-cut Pigtail
(with male connector)
HC3Z-14A303-C

Pin	Signal	Wire Color	Gas BCM Pin	Diesel BCM Pin	Description
1	BRAKE FEED	YE / BU	C2280G-7		- For aftermarket Trailer-Brake Controller. - BCM fuse F4 (5-amp).
3	BLUNT CUT BCPIL	BN	C175B-17	C1232B-20	- A low-side driver, changing from "open circuit" to "ground" indicating that BCP is in effect. - Intended for powering an indicator lamp.
5	BLUNT CUT CTO	BU	C175B-77	C1232B-10	A digital output from the PCM that indicates a Clean Tachometer Output to provide an indication of engine RPM. The low-side driver in the PCM will switch the output off and on: "Off" will allow the output to be pulled up close to VPWR, and "On" will put the output to zero volts at a Frequency = ((Engine RPM x Number of Cylinders) / 120) with a duty cycle of 50%. The customer-supplied external controller should have a high-impedance input such that it does not impact the PCM's ability to provide a Clean Tach Out signal.
8	BLUNT CUT BCP SW	VT / BN	C175B-82	C1232B-21	- Applying vehicle battery voltage to this wire begins Battery Charge Protect (BCP). - BCP regulates engine speed between 600-1200 RPM to maintain required charge system voltage.
12	BLUNT CUT VS OUT	VT / OG	C175B-78	C1232B-5	An output from the PCM at a frequency of 2.22 times vehicle speed in MPH. The low-side driver in the PCM will switch the output OFF and ON. The OFF state of the low-side driver will result in an output that is pulled up close to RUN/START voltage. The ON state of the low-side driver will result in an output that is pulled close to ground. To properly reference this output, the customer-supplied external controller needs to incorporate a 500 Ohm pull-up resistor to RUN/START and a 1K to 15K Ohm pull-down resistor to ground. Using a 15K Ohm pull-down resistor will result in voltage signal that is closer to RUN/START voltage during the OFF state as compared to using a 1K Ohm pull-down resistor as this is a simple voltage divider in the OFF state where: Signal Voltage = (RUN/START voltage) x (pull-up resistor / pull-down resistor). See circuit illustration on previous page.
13	CUST_ACC_BC_TRO_N	GN / WH	C175E-59 *	C1232T-24	An output from the PCM that indicates when the Transmission Range Sensor is indicating that the trnasmission is in the Neutral position. The low-side driver (160 mA max) in the PCM will pull this output to ground when active (i.e. when trans selector is in Neutral position). To properly reference this output, the customer-supplied external controller needs to pull this output up to VPWR with a 680 Ohm resistor. Thus when the output is active, the voltage at this output will be zero volts. When this output is not active, the output will be pulled up to VPWR by the 680 Ohm resistor. * Signal not available on F250 with 6.2L engine and 6R100 transmission.
14	CUST_ACC_BC_TRO_P	GY / BN	C175E-19	C1232T-20	An output from the PCM that indicates when the Transmission Range Sensor is indicating that the trnasmission is in the Park position. The low-side driver (160 mA max) in the PCM will pull this output to ground when active (i.e. when trans selector is in the Park position). To properly reference this output, the customer-supplied external controller needs to pull this output up to VPWR with a 680 Ohm resistor. Thus when the output is active, the voltage at this output will be zero volts. When this output is not active, the output will be pulled up to VPWR by the 680 Ohm resistor.
15	BLUNT CUT PARK BRAKE SW	WH / VT	C2280E-47		Ground Output signal wire. NOTE: The Body Control Module (BCM) park brake input also uses this signal. The BCM park brake input cannot source any current. The body builder must provide a high-impedance circuit (such as a Field-Effect Transistor) with a 20 kΩ or larger resistor to prevent faulting the BCM. See schematic elsewhere in this BBLB.

PTO Operation Blunt-cuts:



Male Connector
(on blunt-cut pigtail)

Blunt-cut Pigtail
(with male connector)
HC3Z-14A303-C

Pin	Signal	Wire Color	Gas BCM Pin	Diesel BCM Pin	Description
2	RUN-START (5A FUSED)	GN / OG	C2280C-23		12V, 5-amp fused feed intended for SEIC / PTO use.
4	BLUNT CUT PTO RLY	BU / WH	C175B-98	C1232B-11	- A low-side driver, changing from "open circuit" to "ground" indicating that the engine is ready for PTO operation to begin and that a PTO load may be applied. - Intended for powering a PTO indicator lamp, or tun on a relay coil (not to exceed 1-amp). An LED lamp requires addition of a resistor in-series.
6	CUST_ACC_BC_PTORT_D	GY / VT	- -	C1232B-22	A ground reference, buffered, used to complete the resistor circuit for engine speed selection.
7	BLUNT CUT PTO 1	YE / GN	C175B-84	C1232B-6	Applying vehicle battery voltage to this wire initiates SEIC **Stationary Mode** process. - Signals TorqShift™ transmission to enter SEIC Stationary Mode protocol. - Verifies safety enablers. - Turns off OBD and other emission-related monitoring. - Elevates engine speed to target found at PTO RPM circuit. - Invokes the PTO relay circuit when safety enablers are met. - Looks for the target engine speed requested at the PTO RPM Ciruit using a resistor or potentiometer.
9	BLUNT CUT PTO RPM	GN	C175B-85	C1232B-8	- Requires the addition of a resistor or potentiometer for any **SEIC / PTO** mode. - Resistor / potentiometer selection determines the fixed or variable engine target speed. - Combine in-circuit with DIESEL PTO REF and DIESEL PTO GND. - Speed range available: 900 to 3,000 RPM (700 RPM minimum for split-shaft operation).
10	CUST_ACC_BC_PTORF_D	WH / BN	- -	C1232B-55	- A 5-volt reference, buffered against shorts-to-ground or power. - Used to complete the resistor circuit for engine speed selection.
11	BLUNT CUT PTO 2	BU / OG	C175B-88	C1232B-4	Applying vehicle battery voltage to this wire initiates **Mobile PTO Mode**. - Signals TorqShift™ transmission to enter Mobile Mode protocol. - Verifies safety enablers. - Turns off OBD and other emission-related monitoring. - Invokes the PTO relay circuit when safety enablers are met. - Requires valid resistance on PTO RPM input for system to function.
16	GAS SIG RTN C	YE / VT	C175B-51	- -	A ground reference, buffered, used to complete the resistor circuit for engine speed selection.
17	- -	- -	- -	- -	- -
18	BLUNT CUT PTO_VREF	YE / GN	C175B-52	- -	- A 5-volt reference, buffered against shorts to ground or power. - Used to complete the resistor circuit for engine speed selection.
19	- -	- -	- -	- -	- -
20	- -	- -	- -	- -	- -
21	- -	- -	- -	- -	- -
22	- -	- -	- -	- -	- -

ALL SUPER-DUTY
BATTERY CHARGE PROTECT
(BCP)

Battery Charge Protect (BCP)

This is a PCM feature, available on all Super-Duty vehicles, that helps maintain battery state-of-charge. When 12V is applied to the BCP SW circuit, the engine speed goes immediately to 600 RPM. From this state, the PCM references battery voltage and will raise engine speed as needed to help maintain battery charge.

- BCP CANNOT BE ACTIVE WHEN SEIC OR PTO MODES ARE ACTIVE.
- Max engine speed in BCP mode is 1200 rpm.
- Loss of an operating condition after BCP is engaged will require the BCP switch to be cycled before BCP will re-engage.
- A Resistor must be installed between DIESEL PTO REF (GAS PTO VREF for 7.3L) and PTO RPM for both Diesel and Gasoline engines.
- Auto Entry (6.7L Diesel only): The BCP and Mobile operation modes allow PTO to engage automatically once the engine started provided the input switch is left in the “on” position prior to starting the engine. However, loss of an operating condition after PTO is initially engaged will require the switch to be cycled before PTO will re-engage.
- Refer to sample wiring diagrams elsewhere in this BBLB.

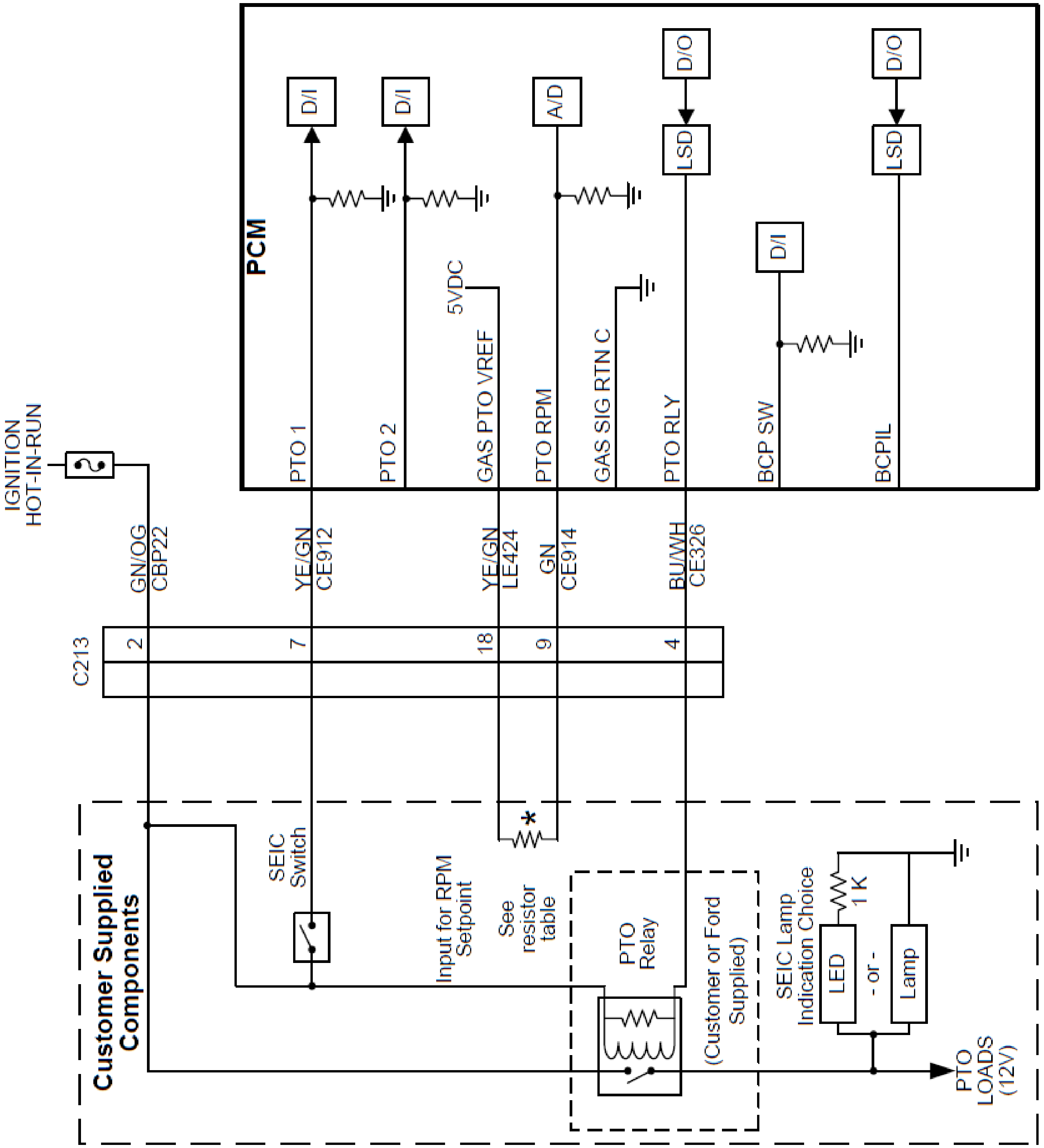
Battery Charge Protect Typical Engagement Procedure

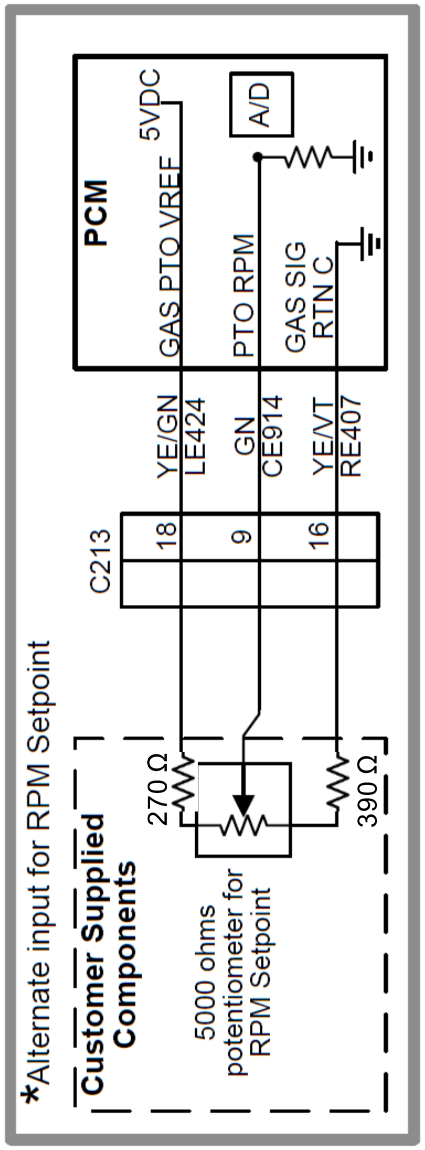
1. 12V applied to BCP SW circuit.
2. PCM looks for the following enabling conditions:
    - Parking brake applied.
    - Foot off of service brake.
    - Foot off of accelerator pedal.
    - Vehicle in PARK (or NEUTRAL).
    - Vehicle speed is 0 mph (stationary).
    - Engine at a stable base idle speed.
    - 6.7L only: Engine Coolant Temperature (ECT) 20° F minimum.
    - 6.2L & 7.3L only: Engine Coolant Temperature (ECT) 20° F minimum.
3. PCM looks for a valid voltage between 0.2 to 4.7 Volts on the PTO RPM circuit.
4. Vehicle idle fluctuates slightly as PCM enters BCP mode.
5. The BCPIL circuit changes from open-circuit to ground. This is intended to provide a ground path for a BCP indicator lamp.

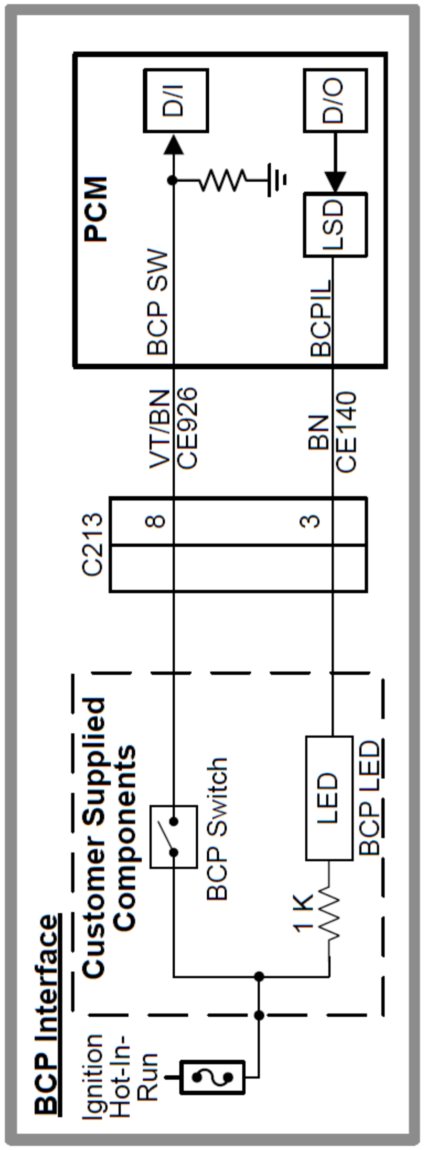
NOTE: BCP is a smart system. Engine idle will not increase unless the vehicle senses an increase in electrical demand. Under periods of low electrical demand, the operator may not notice any change in engine RPM. It is recommend that the modifier install an indicator lamp to alert the operator that BCP is properly engaged.

Body Builders Layout Book

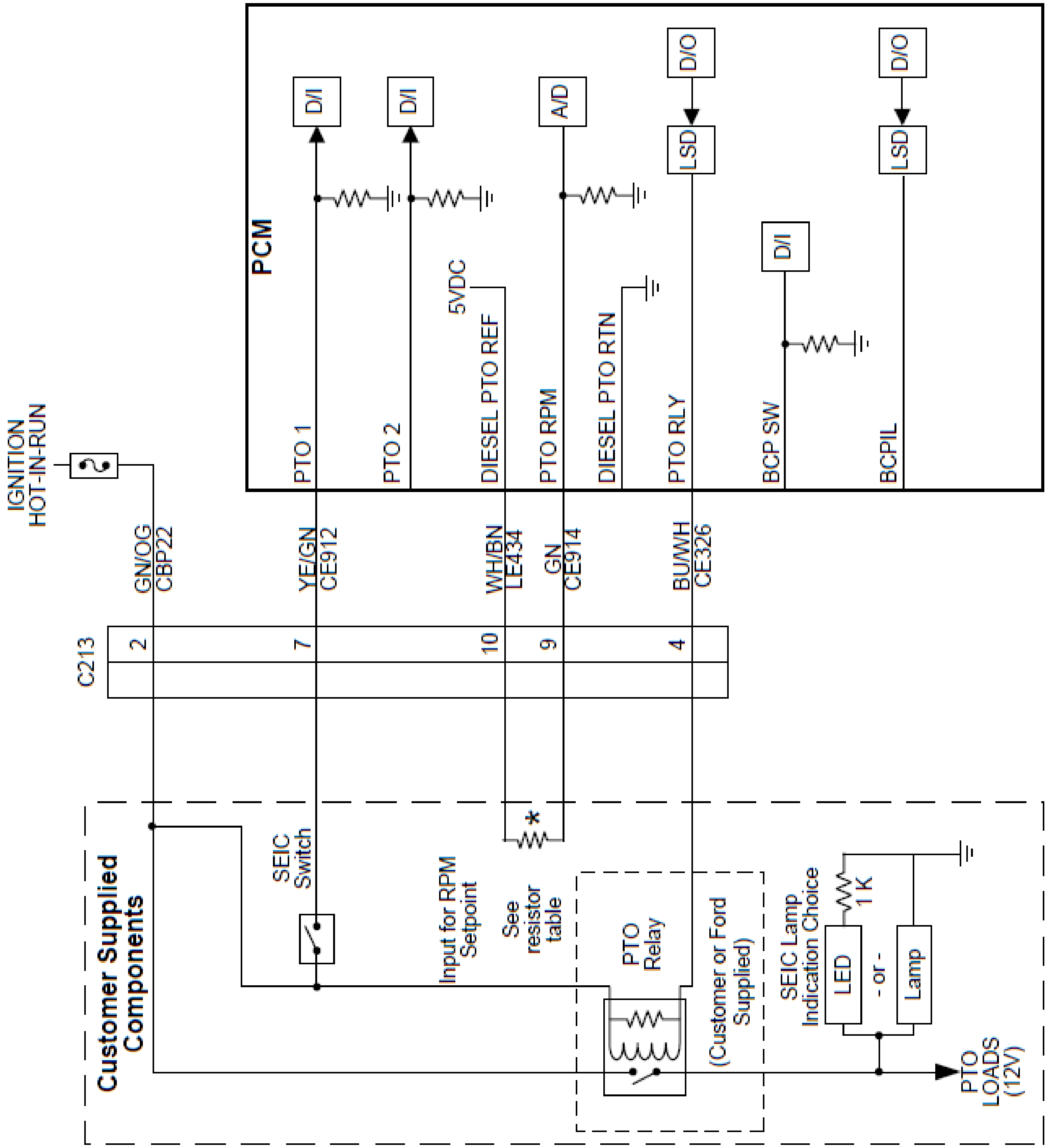
ALL SUPER-DUTY
SEIC / BCP INTERFACE 6.2L AND 7.3L GASOLINE

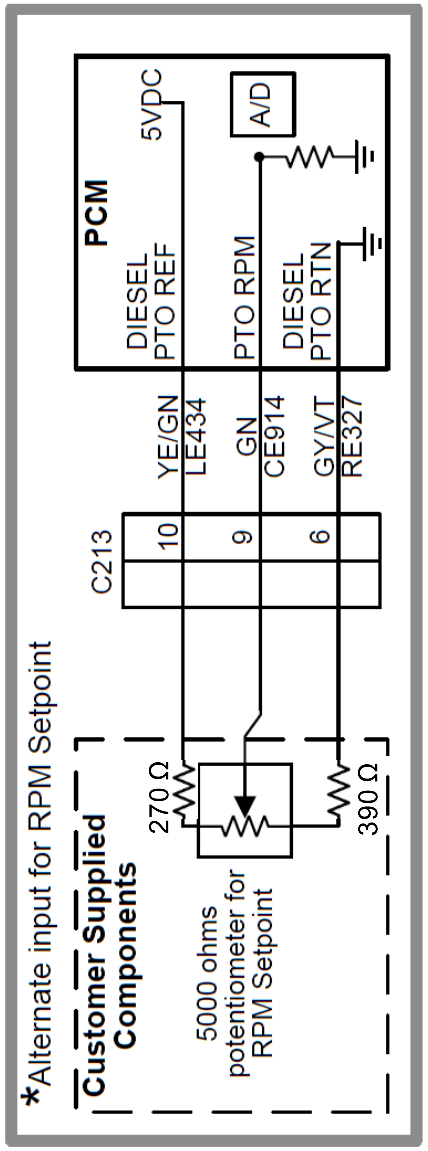

PCM
D/I
D/I
A/D
D/O
LSD
D/O
LSD
D/I
5VDC
PTO 1
PTO 2
GAS PTO VREF
PTO RPM
GAS SIG RTN C
PTO RLY
BCP SW
BCPIL
IGNITION
HOT-IN-RUN
GN/OG
CBP22
YE/GN
CE912
YE/GN
LE424
GN
CE914
BU/WH
CE326
C213
2
7
18
9
4
Customer Supplied Components
SEIC Switch
Input for RPM Setpoint
*
See resistor table
PTO Relay
(Customer or Ford Supplied)
SEIC Lamp Indication Choice
1 K
LED
- or -
Lamp
PTO LOADS (12V)

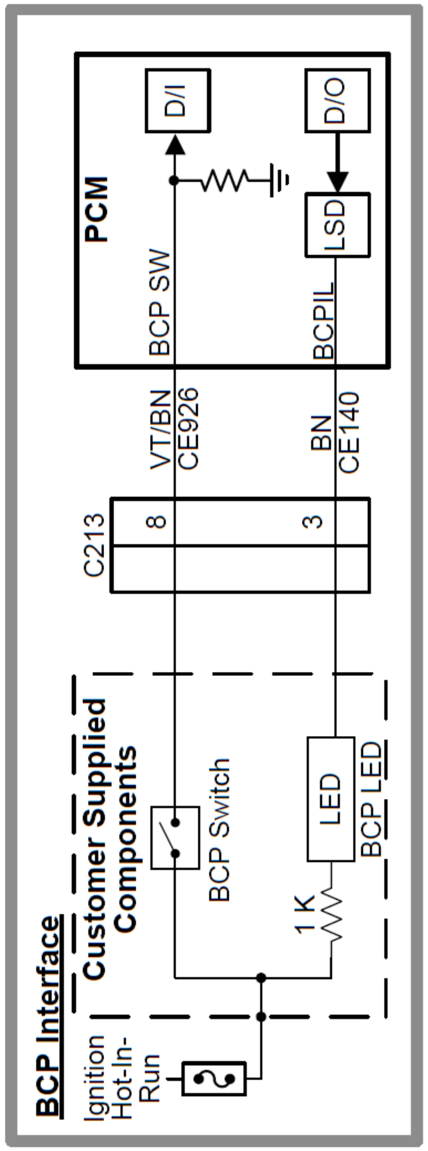

*Alternate input for RPM Setpoint
PCM
5VDC
A/D
GAS PTO VREF
PTO RPM
GAS SIG RTN C
YE/GN
LE424
GN
CE914
YE/VT
RE407
C213
18
9
16
Customer Supplied Components
270 Ω
390 Ω
5000 ohms potentiometer for RPM Setpoint


BCP Interface
PCM
D/I
D/O
LSD
BCP SW
BCPIL
VT/BN
CE926
BN
CE140
C213
8
3
Customer Supplied Components
BCP Switch
LED
BCP LED
1 K
Ignition Hot-In-Run

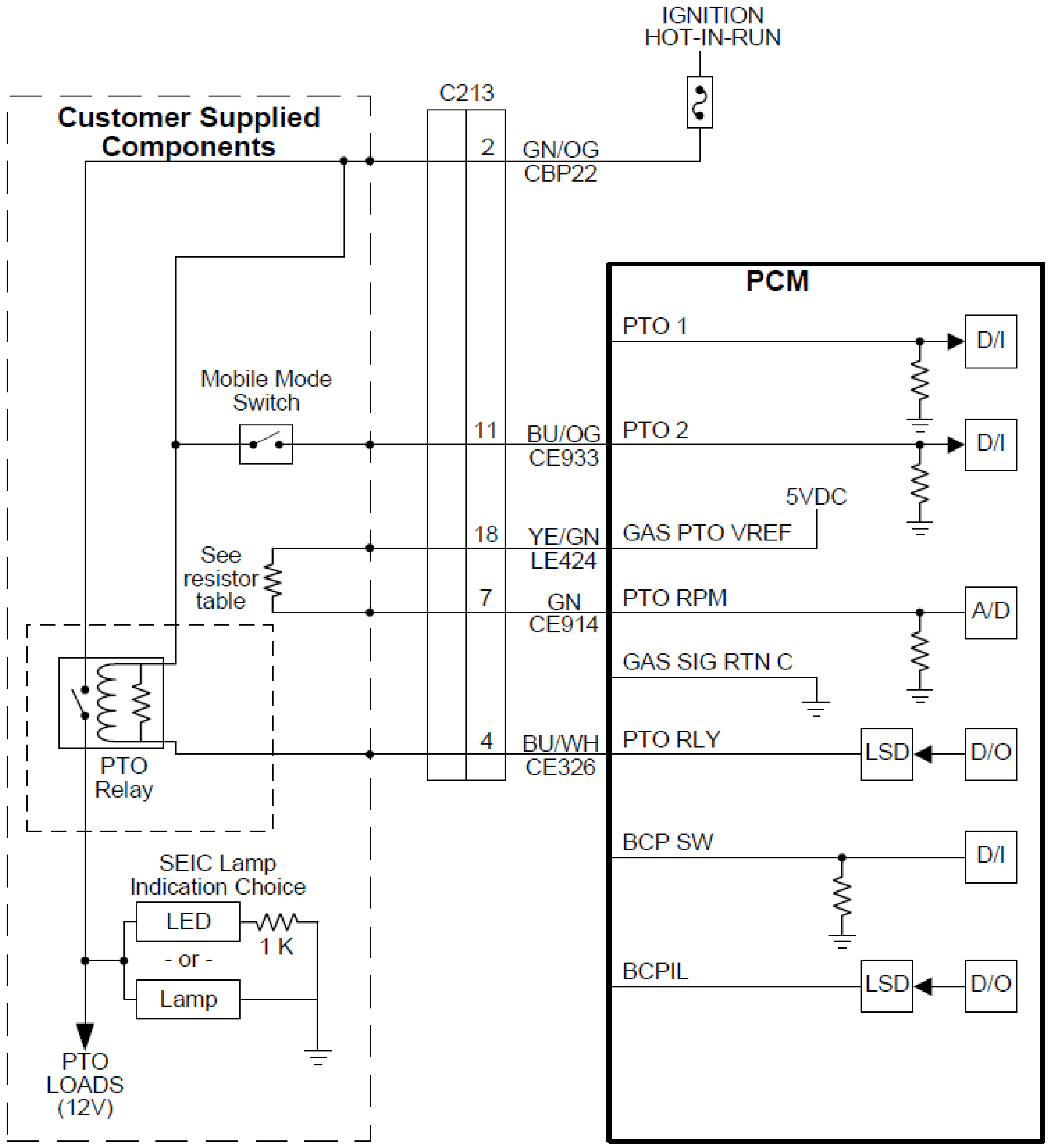
ALL SUPER-DUTY
SEIC / BCP IINTERFACE
6.7L DIESEL


PCM
D/I
D/I
A/D
D/O
D/O
LSD
LSD
D/I
5VDC
PTO 1
PTO 2
DIESEL PTO REF
PTO RPM
DIESEL PTO RTN
PTO RLY
BCP SW
BCPIL
IGNITION HOT-IN-RUN
GN/OG CBP22
YE/GN CE912
WH/BN LE434
GN CE914
BU/WH CE326
C213
2
7
10
9
4
Customer Supplied Components
SEIC Switch
Input for RPM Setpoint
*
See resistor table
PTO Relay
(Customer or Ford Supplied)
SEIC Lamp Indication Choice
1 K
LED
- or -
Lamp
PTO LOADS (12V)

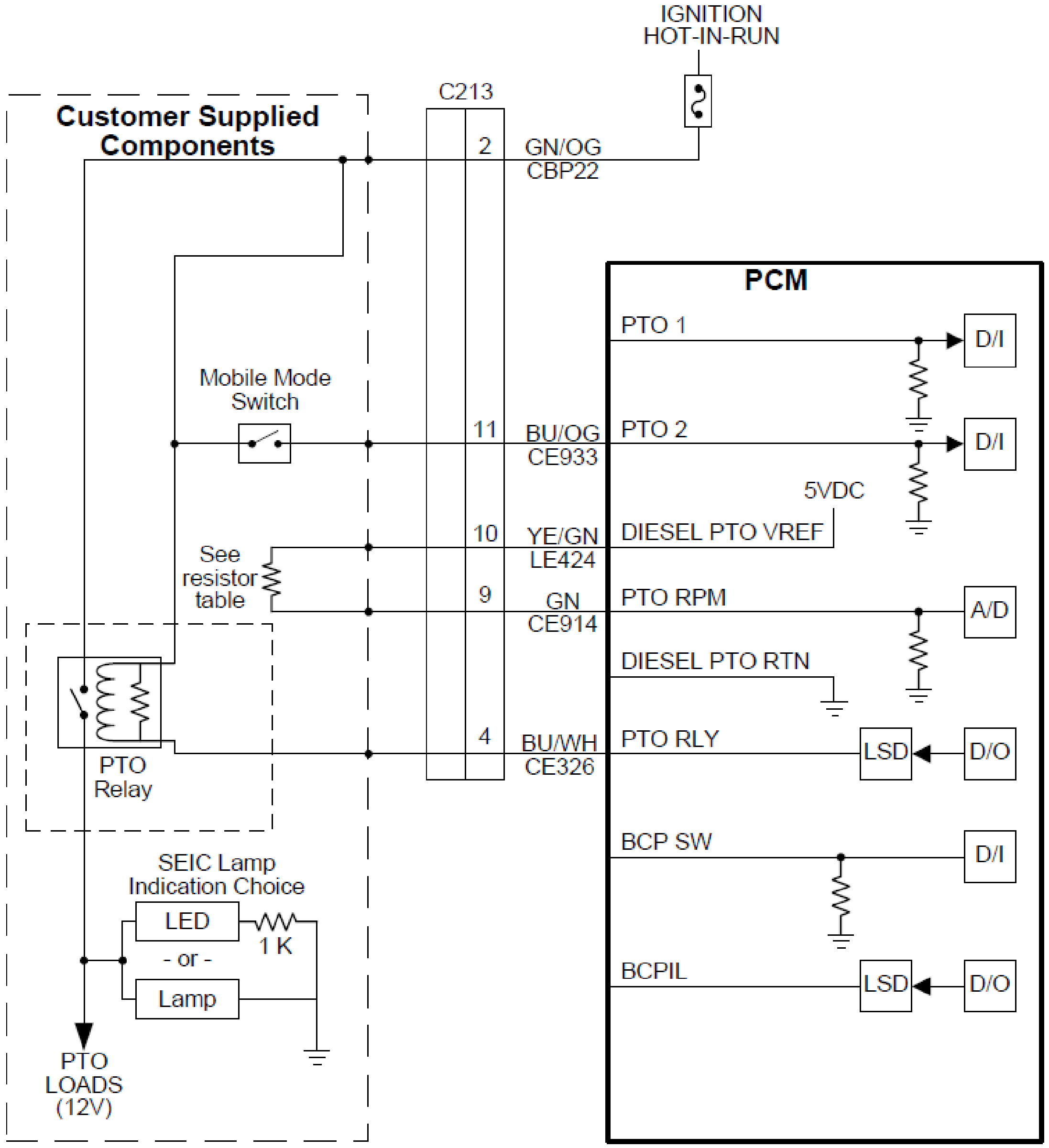

*Alternate input for RPM Setpoint
PCM
5VDC
A/D
DIESEL PTO REF
PTO RPM
DIESEL PTO RTN
YE/GN LE434
GN CE914
GY/VT RE327
C213
10
9
6
270 Ω
390 Ω
Customer Supplied Components
5000 ohms potentiometer for RPM Setpoint


BCP Interface
PCM
D/I
D/O
LSD
BCP SW
BCPIL
VT/BN CE926
BN CE140
C213
8
3
Customer Supplied Components
BCP Switch
LED
BCP LED
1 K
Ignition Hot-In-Run

6.2L and 7.3L Gasoline
Mobil Mode

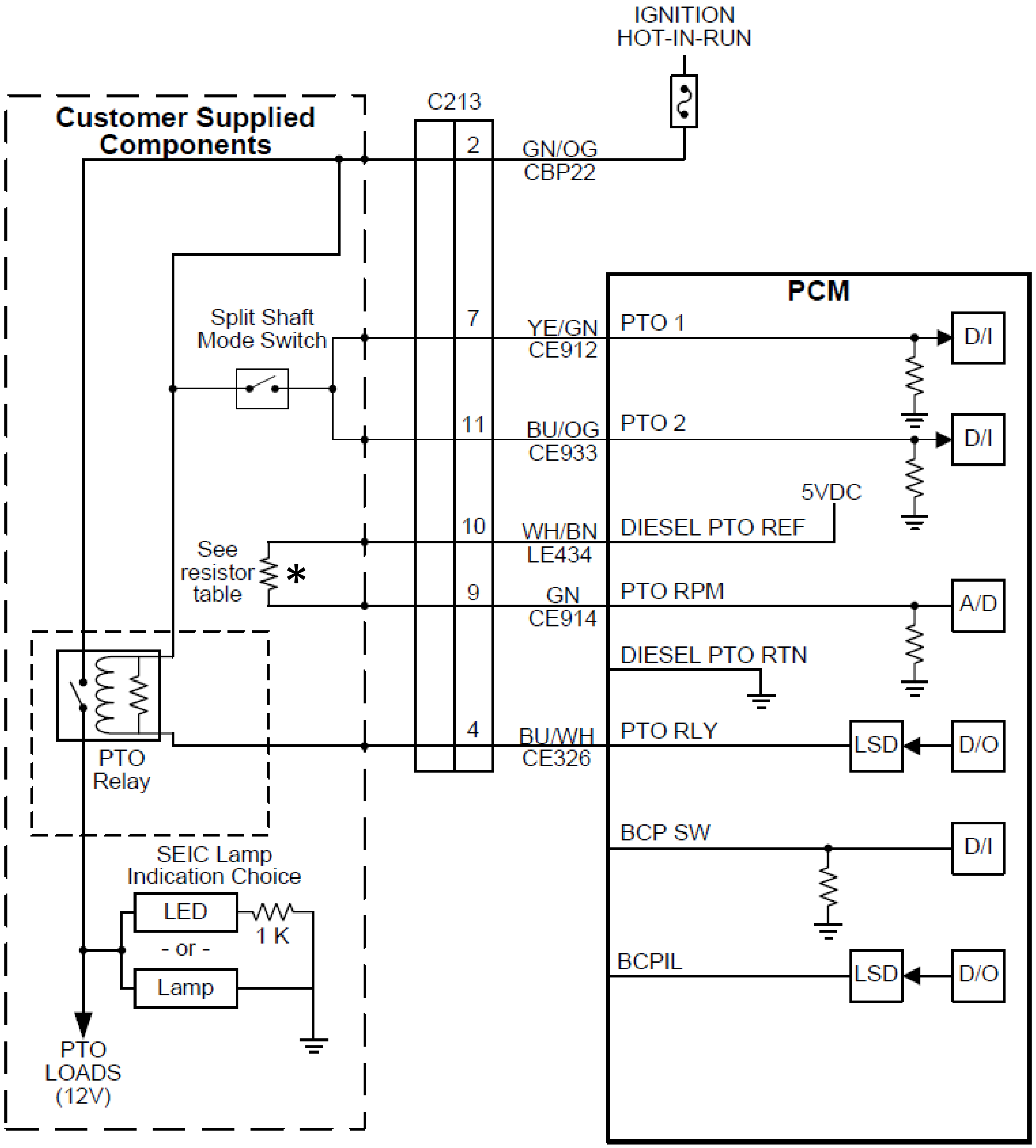

IGNITION
HOT-IN-RUN
C213
Customer Supplied Components
2
GN/OG
CBP22
PCM
PTO 1
D/I
Mobile Mode Switch
11
BU/OG
CE933
PTO 2
D/I
5VDC
18
YE/GN
LE424
GAS PTO VREF
See resistor table
7
GN
CE914
PTO RPM
A/D
GAS SIG RTN C
4
BU/WH
CE326
PTO RLY
LSD
D/O
PTO Relay
BCP SW
D/I
SEIC Lamp Indication Choice
LED
1 K
- or -
Lamp
BCPIL
LSD
D/O
PTO LOADS (12V)

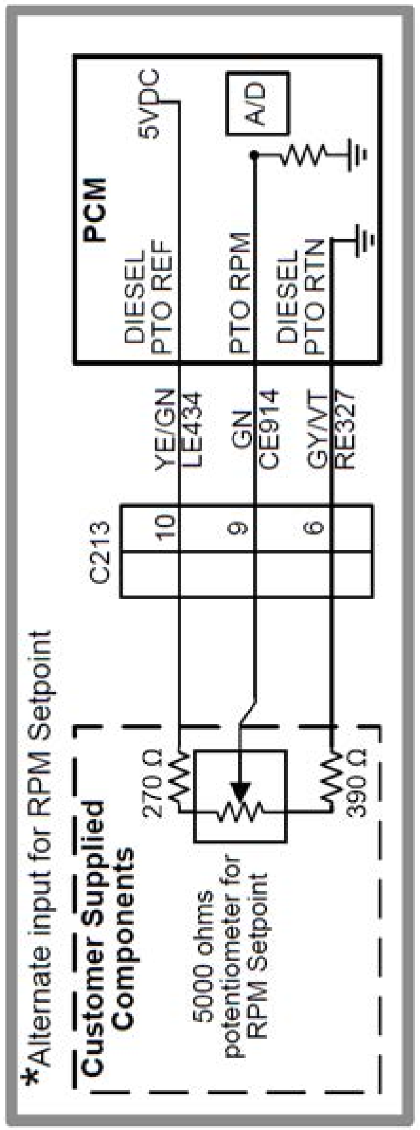
6.7L Diesel
Mobil Mode

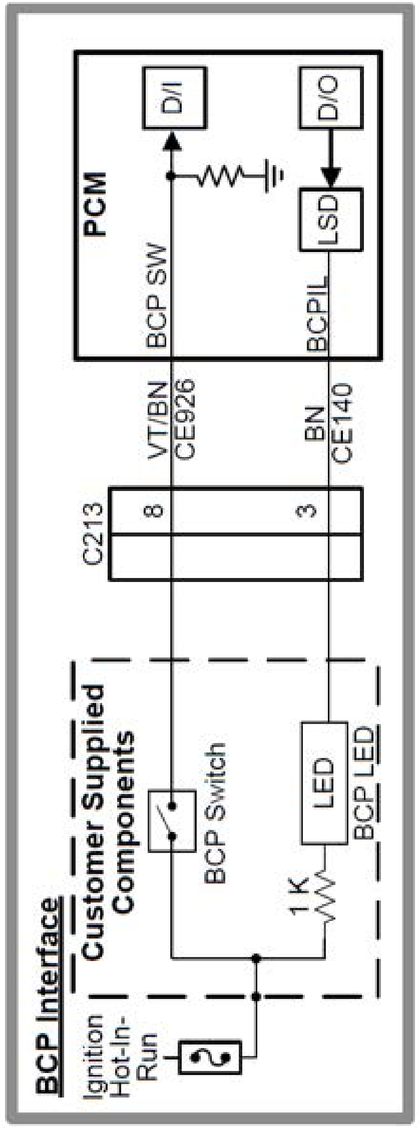

IGNITION
HOT-IN-RUN
C213
Customer Supplied Components
2
GN/OG
CBP22
PCM
PTO 1
D/I
Mobile Mode Switch
11
BU/OG
CE933
PTO 2
D/I
5VDC
10
YE/GN
LE424
DIESEL PTO VREF
See resistor table
9
GN
CE914
PTO RPM
A/D
DIESEL PTO RTN
4
BU/WH
CE326
PTO RLY
LSD
D/O
PTO Relay
BCP SW
D/I
SEIC Lamp Indication Choice
LED
1 K
- or -
Lamp
BCPIL
LSD
D/O
PTO LOADS (12V)

Body Builders Layout Book

ALL SUPER-DUTY
SEIC / PTO INTERFACE SCHEMATIC – SPLIT-SHAFT MODE
6.7L DIESEL


IGNITION
HOT-IN-RUN
C213
Customer Supplied Components
2
GN/OG
CBP22
Split Shaft Mode Switch
7
YE/GN
CE912
PCM
PTO 1
D/I
11
BU/OG
CE933
PTO 2
D/I
5VDC
10
WH/BN
LE434
DIESEL PTO REF
See resistor table
*
9
GN
CE914
PTO RPM
A/D
DIESEL PTO RTN
PTO Relay
4
BU/WH
CE326
PTO RLY
LSD
D/O
BCP SW
D/I
SEIC Lamp Indication Choice
LED
1 K
- or -
Lamp
BCPIL
LSD
D/O
PTO LOADS (12V)


PCM
5VDC
A/D
DIESEL PTO REF
PTO RPM
DIESEL PTO RTN
YE/GN
LE434
GN
CE914
GY/VT
RE327
C213
10
9
6
270 Ω
390 Ω
Customer Supplied Components
5000 ohms potentiometer for RPM Setpoint
*Alternate input for RPM Setpoint


PCM
D/I
D/O
LSD
BCP SW
BCPIL
VT/BN
CE926
BN
CE140
C213
8
3
Customer Supplied Components
BCP Switch
LED
BCP LED
1 K
BCP Interface
Ignition Hot-In-Run

Body Builders Layout Book

ALL SUPER-DUTY
SEIC / PTO RESISTOR TABLES
0.10 VOLTAGE INCREMENTS – GAS & DIESEL

			6.2L & 7.3L GAS			6.7L DIESEL			
	PTO_RPM Input Voltage	Resistor Ω	SEIC PTO Engine RPM	Mobile PTO Engine RPM Speed Limit	Mobile PTO Engine Base Idle Speed (Minimum)	SEIC PTO Engine RPM	Split-Shaft PTO Engine RPM	Mobile PTO Engine RPM Speed Limit	Mobile PTO Engine Base Idle Speed (Minimum)
Voltage Out-of-Range LOW	0.00	- -	- -	- -	- -	- -	- -	- -	- -
	0.10	- -	- -	- -	- -	- -	- -	- -	- -
	0.20	- -	- -	- -	- -	- -	- -	- -	- -
Voltage Dead Band	0.30	73,633	700	900	750	900	700	900	750
Usable Voltage Range	0.40	54,050	700	900	750	900	700	900	750
	0.50	42,300	743	1040	750	953	758	953	750
	0.60	34,467	785	1180	750	1005	815	1005	750
	0.70	28,871	828	1320	750	1058	873	1058	750
	0.80	24,675	870	1460	750	1110	930	1110	750
	0.90	21,411	913	1600	750	1163	988	1163	750
	1.00	18,800	955	1740	750	1215	1045	1215	750
	1.10	16,664	998	1880	750	1268	1103	1268	750
	1.20	14,883	1040	2020	750	1320	1160	1320	750
	1.30	13,377	1083	2160	750	1373	1218	1373	750
	1.40	12,086	1125	2300	750	1425	1275	1425	750
	1.50	10,967	1168	2440	750	1478	1333	1478	750
	1.60	9,988	1210	2580	750	1530	1390	1530	750
	1.70	9,124	1253	2720	750	1583	1448	1583	750
	1.80	8,356	1295	2860	750	1635	1505	1635	750
	1.90	7,668	1338	3000	750	1688	1563	1688	750
	2.00	7,050	1380	3140	750	1740	1620	1740	750
	2.10	6,490	1423	3280	750	1793	1678	1793	750
	2.20	5,982	1465	3420	750	1845	1735	1845	750
	2.30	5,517	1508	3560	750	1898	1793	1898	750
	2.40	5,092	1550	3700	750	1950	1850	1950	750
	2.50	4,700	1593	3840	750	2003	1908	2003	750
	2.60	4,338	1635	3980	750	2055	1965	2055	750
	2.70	4,004	1678	4120	750	2108	2023	2108	750
	2.80	3,693	1720	4260	750	2160	2080	2160	750
	2.90	3,403	1763	4400	750	2213	2138	2213	750
	3.00	3,133	1805	4540	750	2265	2195	2265	750
	3.10	2,881	1848	4680	750	2318	2253	2318	750
	3.20	2,644	1890	4820	750	2370	2310	2370	750
	3.30	2,421	1933	4960	750	2423	2368	2423	750
	3.40	2,212	1975	5100	750	2475	2425	2475	750
	3.50	2,014	2018	5240	750	2528	2483	2528	750
	3.60	1,828	2060	5380	750	2580	2540	2580	750
	3.70	1,651	2103	5520	750	2633	2598	2633	750
	3.80	1,484	2145	5660	750	2685	2655	2685	750
	3.90	1,326	2188	5800	750	2738	2713	2738	750
	4.00	1,175	2230	5940	750	2790	2770	2790	750
	4.10	1,032	2273	6080	750	2843	2828	2843	750
	4.20	895	2315	6220	750	2895	2885	2895	750
	4.30	765	2358	6360	750	2948	2943	2948	750
	4.40	641	2400	6500	750	3000	3000	3000	750
Voltage Dead Band	4.50	522	2400	6500	750	3000	3000	10000	750
	4.60	409	2400	6500	750	3000	3000	10000	750
Voltage Out-of-Range HIGH	4.70	- -	- -	- -	- -	- -	- -	- -	- -
	4.80	- -	- -	- -	- -	- -	- -	- -	- -
	4.90	- -	- -	- -	- -	- -	- -	- -	- -
	5.00	- -	- -	- -	- -	- -	- -	- -	- -

Body Builders Layout Book

ALL SUPER-DUTY

SEIC / PTO RESISTOR TABLES
100-RPM INCREMENTS – GAS

6.2L & 7.3L GAS

Non-Split-Shaft Stationay Elevated Idle Control

Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (volts)
700	54050	0.40
800	32291	0.64
900	22293	0.87
1000	16550	1.11
1100	12822	1.34
1200	10207	1.58
1300	8271	1.81
1400	6780	2.05
1500	5596	2.28
1600	4634	2.52
1700	3836	2.75
1800	3164	2.99
1900	2590	3.22
2000	2094	3.46
2100	1661	3.69
2200	1281	3.93
2300	943	4.16
2400	641	4.40

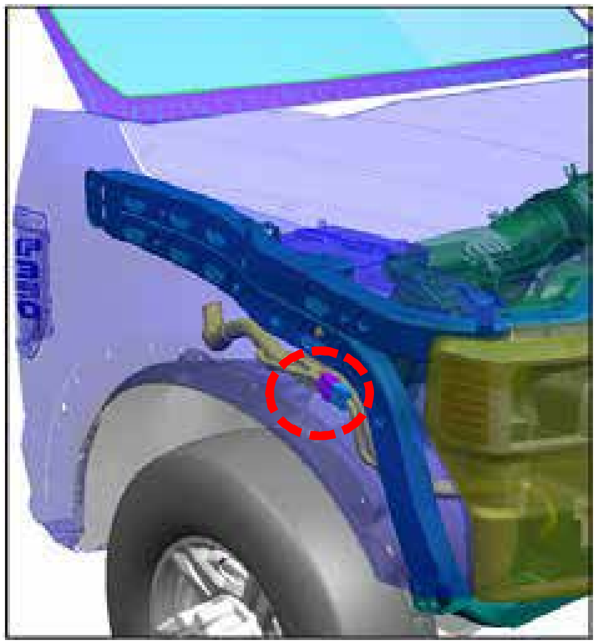
Mobile Engine Speed Limit

Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (volts)
- -	- -	- -	3600	5392	2.33
- -	- -	- -	3700	5092	2.40
900	54050	0.40	3800	4809	2.47
1000	45148	0.47	3900	4542	2.54
1100	38589	0.54	4000	4289	2.61
1200	33556	0.61	4100	4050	2.69
1300	29571	0.69	4200	3823	2.76
1400	26338	0.76	4300	3608	2.83
1500	23662	0.83	4400	3403	2.90
1600	21411	0.90	4500	3209	2.97
1700	19491	0.97	4600	3023	3.04
1800	17834	1.04	4700	2846	3.11
1900	16390	1.11	4800	2677	3.19
2000	15119	1.19	4900	2515	3.26
2100	13993	1.26	5000	2360	3.33
2200	12988	1.33	5100	2212	3.40
2300	12086	1.40	5200	2070	3.47
2400	11271	1.47	5300	1933	3.54
2500	10531	1.54	5400	1802	3.61
2600	9858	1.61	5500	1676	3.69
2700	9241	1.69	5600	1555	3.76
2800	8674	1.76	5700	1438	3.83
2900	8152	1.83	5800	1326	3.90
3000	7668	1.90	5900	1217	3.97
3100	7220	1.97	6000	1113	4.04
3200	6803	2.04	6100	1012	4.11
3300	6415	2.11	6200	914	4.19
3400	6052	2.19	6300	820	4.26
3500	5711	2.26	6400	729	4.33
			6500	641	4.40

ALL SUPER-DUTY
SEIC / PTO RESISTOR TABLES
100-RPM INCREMENTS – DIESEL

6.7L DIESEL								
Non-Split-Shaft Stationay Elevated Idle Control			Split-Shaft Stationay Elevated Idle Control			Mobile Engine Speed Limit		
Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (volts)
- -	- -	- -	700	54050	0.40	- -	- -	- -
- -	- -	- -	800	36247	0.57	- -	- -	- -
900	54050	0.40	900	26724	0.75	900	54050	0.40
1000	35098	0.59	1000	20795	0.92	1000	35098	0.59
1100	25391	0.78	1100	16748	1.10	1100	25391	0.78
1200	19491	0.97	1200	13810	1.27	1200	19491	0.97
1300	15525	1.16	1300	11580	1.44	1300	15525	1.16
1400	12677	1.35	1400	9830	1.62	1400	12677	1.35
1500	10531	1.54	1500	8419	1.79	1500	10531	1.54
1600	8858	1.73	1600	7258	1.97	1600	8858	1.73
1700	7515	1.92	1700	6286	2.14	1700	7515	1.92
1800	6415	2.11	1800	5460	2.31	1800	6415	2.11
1900	5496	2.30	1900	4749	2.49	1900	5496	2.30
2000	4718	2.50	2000	4132	2.66	2000	4718	2.50
2100	4050	2.69	2100	3590	2.83	2100	4050	2.69
2200	3471	2.88	2200	3111	3.01	2200	3471	2.88
2300	2963	3.07	2300	2684	3.18	2300	2963	3.07
2400	2515	3.26	2400	2301	3.36	2400	2515	3.26
2500	2116	3.45	2500	1956	3.53	2500	2116	3.45
2600	1759	3.64	2600	1644	3.70	2600	1759	3.64
2700	1438	3.83	2700	1359	3.88	2700	1438	3.83
2800	1147	4.02	2800	1099	4.05	2800	1147	4.02
2900	883	4.21	2900	861	4.23	2900	883	4.21
3000	641	4.40	- -	- -	- -	3000	641	4.40

SNOWPLOW CIRCUIT

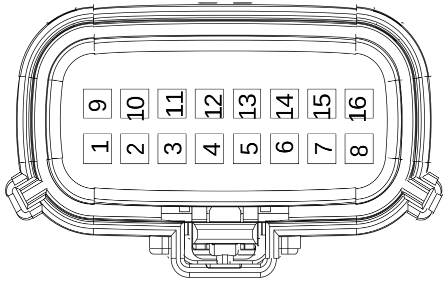


CNUM: C11-S1-PJ
Connector #: 4L3T–14A464–WA

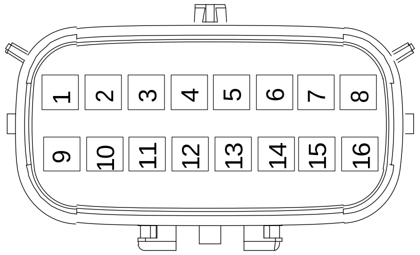
Cavity	Circuit	Circuit Description	Option
1	GD131	GND	Halogen or LED Headlamps
2	CAT17	TT Park Lamp Relay Control	TBC or Less TBC
3	CLF05	RF Low Beam	Halogen or LED Headlamps
4	CLF04	LF Low Beam	Halogen or LED Headlamps
5	CLF04	LF Low Beam Lwr	Halogen Headlamps
6	CLF05	RF Low Beam Lwr	Halogen Headlamps
7	CLF03	RF High Beam	Halogen or LED Headlamps
8	CLF03	RF High Beam Lwr	Halogen or LED Headlamps
9	CLF02	LF High Beam	Halogen or LED Headlamps
10	CLF02	LF High Beam Lwr	Halogen or LED Headlamps
11	GD129	GND	Halogen or LED Headlamps
12	N/A	N/A	N/A
13	CDP03	R/S Snow Plow Fuse (10A)	Halogen or LED Headlamps
14	CLS05	Park Lamps	Halogen or LED Headlamps
15	CLS25	RF Turn	Halogen or LED Headlamps
16	CLS21	RF Turn	Halogen or LED Headlamps

CNUM: C11-S2-PJ
Connector #: 4L3T-14A624-XB

Cavity	Circuit	Circuit Description	Option
1	N/A	N/A	N/A
2	N/A	N/A	N/A
3	CLF05	RF Low Beam	Halogen or LED Headlamps
4	CLF04	LF Low Beam	Halogen or LED Headlamps
5	CLF04	LF Low Beam Lwr	Halogen Headlamps
6	CLF05	RF Low Beam Lwr	Halogen Headlamps
7	CLF03	RF High Beam	Halogen or LED Headlamps
8	CLF03	RF High Beam Lwr	Halogen Headlamps
9	CLF02	LF High Beam	Halogen or LED Headlamps
10	CLF02	LF High Beam Lwr	Halogen Headlamps
11	N/A	N/A	N/A
12	N/A	N/A	N/A
13	N/A	N/A	N/A
14	N/A	N/A	N/A
15	N/A	N/A	N/A
16	N/A	N/A	N/A



4L3T–14A464–WA



4L3T–14A464–XB

Lights Controlled by Headlamp Switch

The headlamp switch used on the Super Duty F-Series vehicles is a switch that communicates with the Body Control Module (BCM) via a Local Interconnect Network (LIN) connection to activate all exterior lighting. The Aux Lighting Module (BCM-B) was removed for 2020. For halogen lamp vehicles, the left-hand and right-hand high- and low-beam headlamps are controlled individually by field-effect transistors (FETs) in the BCM. Both the upper and lower lamps are controlled by the BCM. For LED lamp vehicles, the left-hand and right-hand high- and low-beam headlamps are controlled individually by FETs in the BCM that interface with a module integrated in the headlamp assembly. Daytime Running Lamps (DRL) and park lamps are driven from the same circuit, so there is another LIN communication connection between the BCM and headlamps to control those individually. Lamp outage is controlled by a dedicated circuit between the lamp assemblies and the BCM. A connection to any circuit in the system controlled by the headlamp switch must be done using an auxiliary relay. Any connection must be performed on the lighting output of the BCM. Additional loads connected to the headlamp switch will damage the headlamp switch.

SUPER-DUTY PICKUP & CHASSIS CAB
TAIL-LAMP AND CHMSL CIRCUITS

TAIL LAMP LIGHT CONTROL CHANGES ON SUPER DUTY

2020MY Super Duty rear lighting is **now different** between Pickup's and Chassis Cab. Pickups and Pickup Box Delete units will have separate Stop and Turn lamp circuits.

NOTE: Chassis Cab units will still come with combined Stop and Turn lamps.

SEPARATING TAIL-LAMP STOP/TURN SIGNALS (CHASSIS CAB)

Some upfits require separate stop and turn signals. In these situations, the BCM must be reconfigured to change the stop/turn signal output to turn-only. The stop signal can then be provided from the Aftermarket CHMSL Access located at the end of frame (shown on page below). To reconfigure the BCM from STOP/TURN to TURN-ONLY, use the **FDRS** (Ford Diagnosis and Repair System) tool to access the settings:

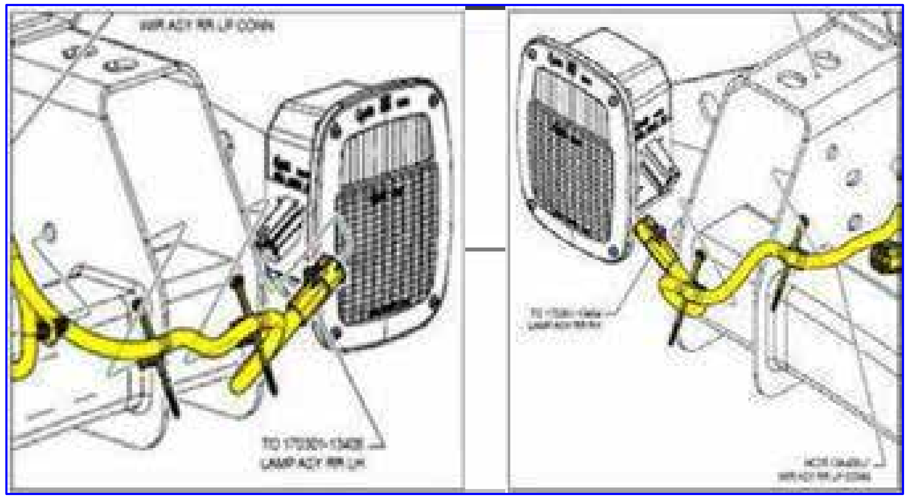
> *Choose Toolbox Tab> Select BCM under HS1 > Choose "BCM – Turn Signal lamp Combination" and run selection > Select "Tail Lamps" in Programmable Parameters Categories > Select Tail Lamp Configuration (Reference STEP 10 in the following slides) > Select LED STOP AND POSITION LAMPS*

CONVERT TAIL-LAMPS FROM INCANDESCENT TO LED (ALL SUPER-DUTY)

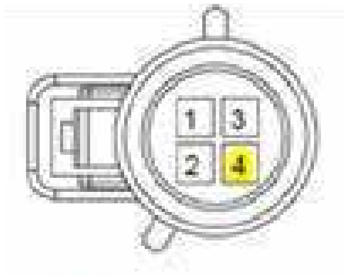
The rear lamps may be configured for use with either Halogen/Incandescent or LED turn signals by means of reconfiguring the BCM. Use a **FDRS** (Ford Diagnosis and Repair System) tool to access the settings:

> *Choose Toolbox Tab> Select BCM under HS1 > Choose "BCM – Turn Signal lamp Combination" and run selection > Select "Tail Lamps" in Programmable Parameters Categories > Select Tail Lamp Configuration (Reference STEP 10 in the following slides) > Select LED TURN LAMPS*

The "Incandescent" setting utilizes PWM (Pulse-Width Modulation) in the tail-lamp circuit, while the "LED" setting utilizes direct-current. The turn-only signal can be accessed at the tail-lamp.



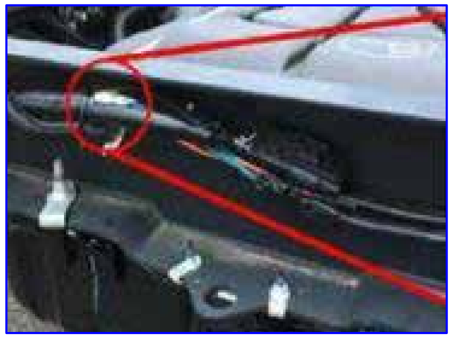
Each turn signal circuit is powered through the BCM and is Field-Effect Transistor (FET) protected. Do not exceed a lamp load of 2.9 Amps or BCM damage could result.

CLS27 (GN/VT) in Cavity 4, RH Lamp	
CLS23 (GY/BN) in Cavity 4, LH Lamp	F3LB-14A624-GB

CHMSL ACCESS FOR BRAKE LIGHT FUNCTION OR ADDED UPFITTER CHMSL (ALL SUPER-DUTY)

A CHMSL feed is provided at the end of the frame on all Super-Duty trucks on the left-hand side. This is in addition to the feed provided as part of the Customer Access Circuits located in the vehicle cab behind the passenger-side kick panel. These are 5-amp fuse-protected feeds.

Wire Color	Circuit No.	Circuit Intent	Description
YE/BU	CBP04	Service Brake Signal Output	**6.7L Diesel, 6.2L / 7.3L Gas: BCM Pin C2280G-7**
			Intended for upfitter added CHMSL. BCM fuse F4,5 Amp-Blunt cut tapes to harness at rear of frame on Left hand side

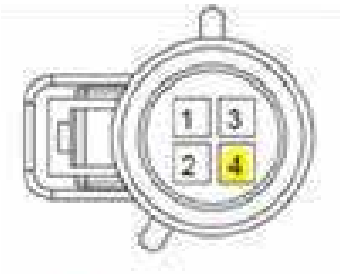
	BU	Trailer-Brake Control Module Output
	GY / BN	Back-up Lamps
	BU / GY	Ground
	VI	High-mount Stop Lamp
	YE	Left-hand Stop / Turn
	GN	Right-hand Stop / Turn
	OG	Battery Charge
	BN	Park Lamps

SUPER-DUTY PICKUP & CHASSIS CAB
TAIL-LAMP AND CHMSL CIRCUITS (Cont'd)

COMBINING TAIL-LAMP STOP AND TURN SIGNALS (PICKUP BOX)

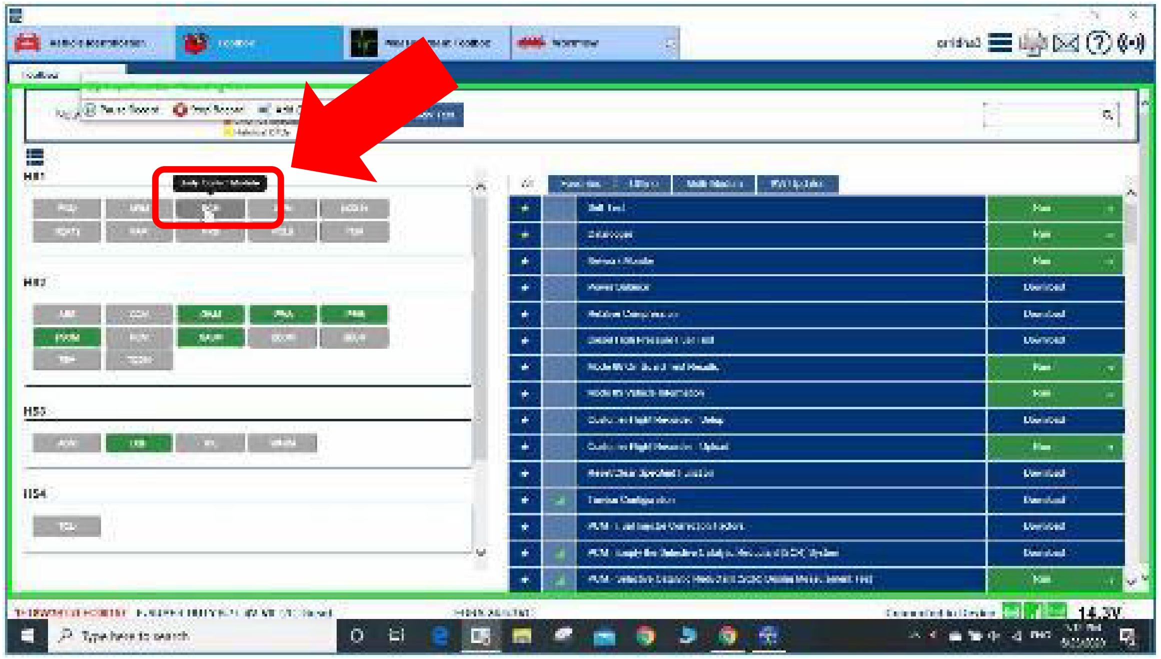
2020MY Super Duty Pickup units will have **SEPARATE** Stop and Turn lamps. For upfits built off a Pickup that require a combined stop/turn signals it is recommended to use the Ford Pick-up Box Delete Wiring Harness (Part Number LC3Z-13A409-J). The Turn Signal circuit (from the Separate Tail Lamp config - Circuit CLS23 LH Lamp and CLS27 RH Lamp) will be used as the combined STOP/TURN and require the BCM to be reconfigured. To reconfigure the BCM from separate stop and turn to combined Stop/Turn, use a **FDRS** (Ford Diagnosis and Repair System) tool to access the settings:

> *Choose Toolbox Tab> Select BCM under HS1 > Choose “BCM – Turn Signal lamp Combination” and run selection > Select “Tail Lamps” in Programmable Parameters Categories > Select Tail Lamp Configuration (Reference STEP 10 in the following slides) > Select INTEGRATED LED STOP AND TURN LAMPS*

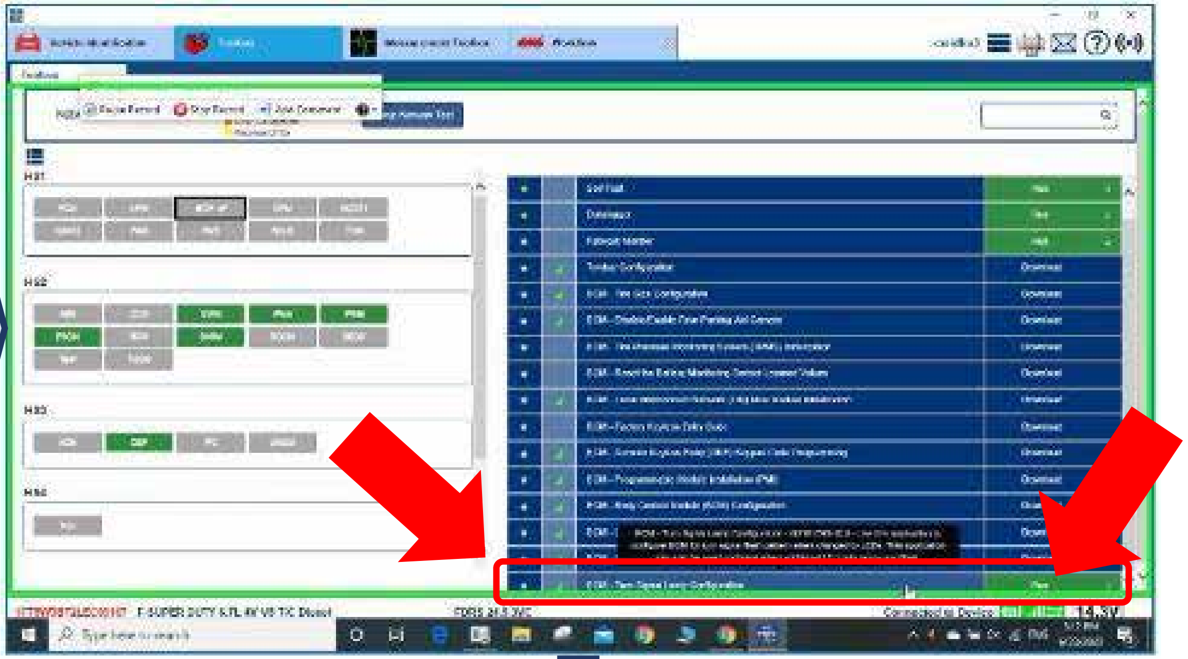
CLS27 (GN/VT) in Cavity 4, RH Lamp	 F3LB-14A624-GB
CLS23 (GY/BN) in Cavity 4, LH Lamp	

TAIL-LAMP AND CHMSL CIRCUITS (Cont'd)

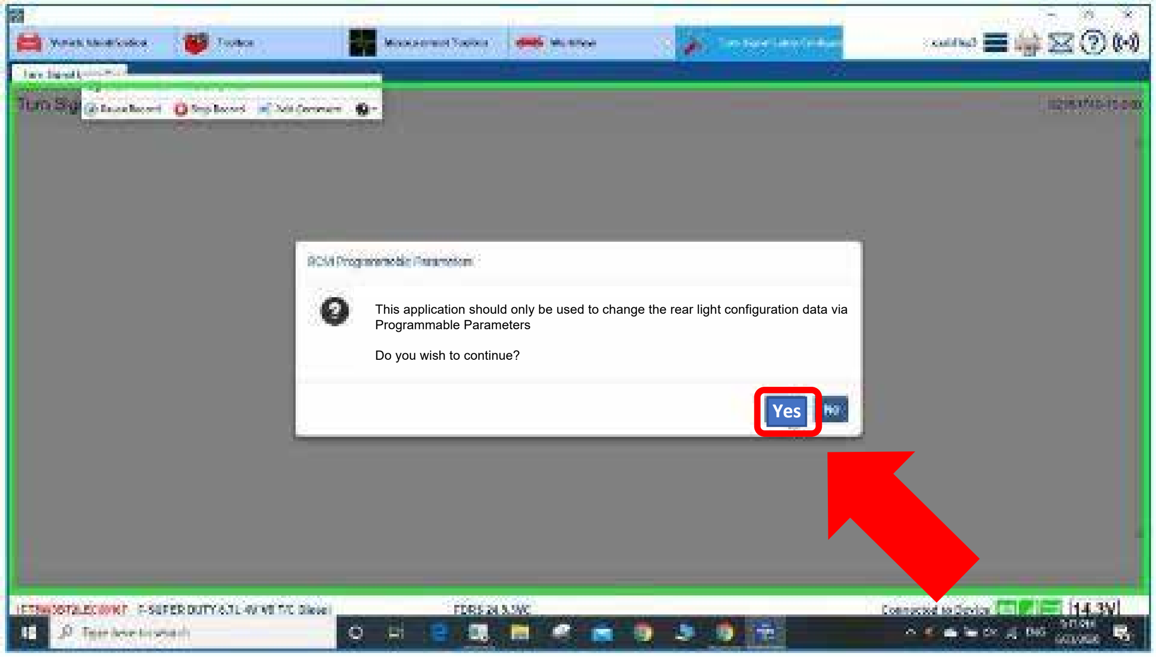
STEP 1: Select Body Control module "BCM" Under HS1



STEP 2: Select "BCM – Turn Signal Lamp Combination" & Select "Run"



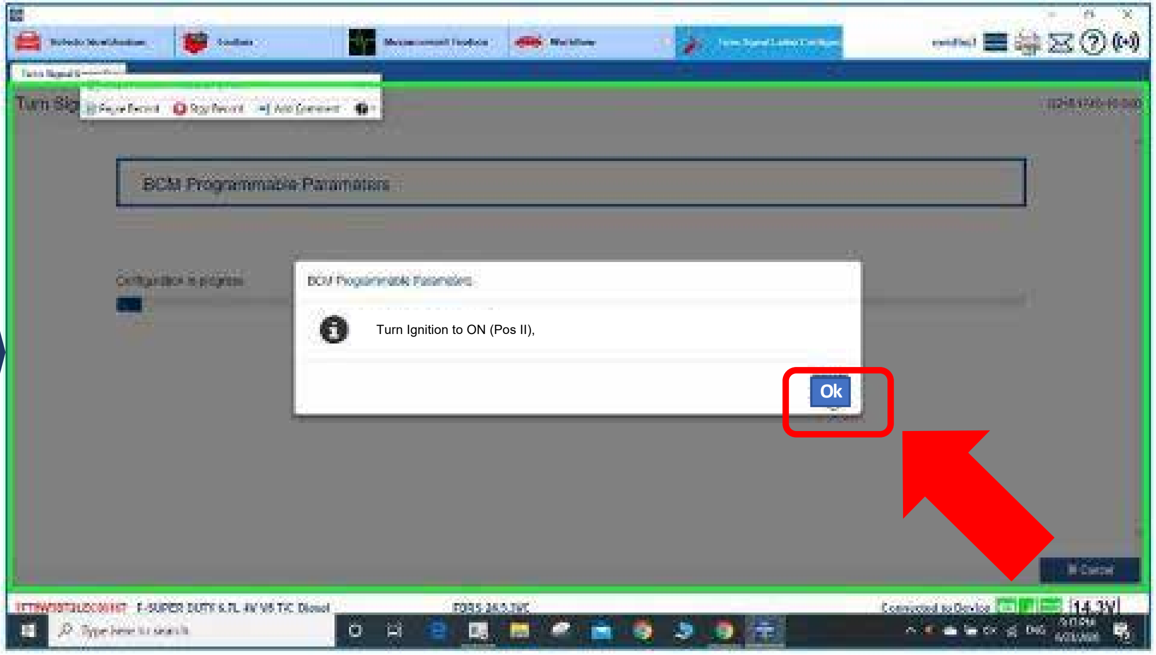
STEP 3: The following Message appears, Select "Yes"


BCM Programmable Parameters

This application should only be used to change the rear light configuration data via Programmable Parameters

Do you wish to continue?

STEP 4: Turn Ignition to ON (Pos II), Select "OK"


BCM Programmable Parameters

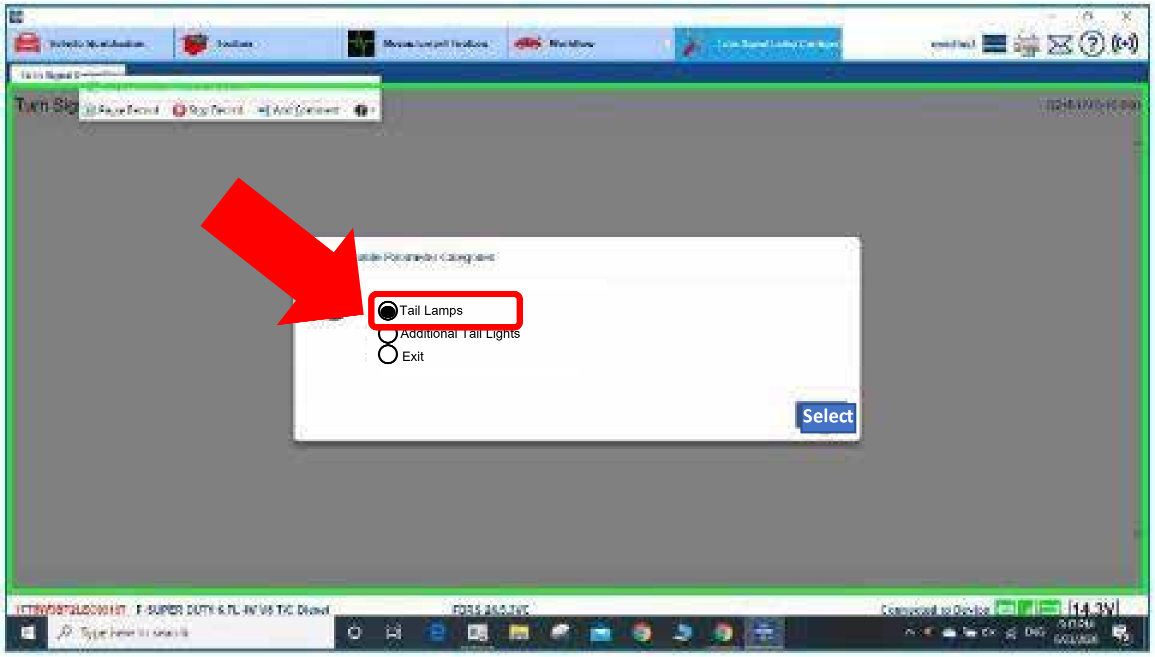
Configuration in progress

BCM Programmable Parameters

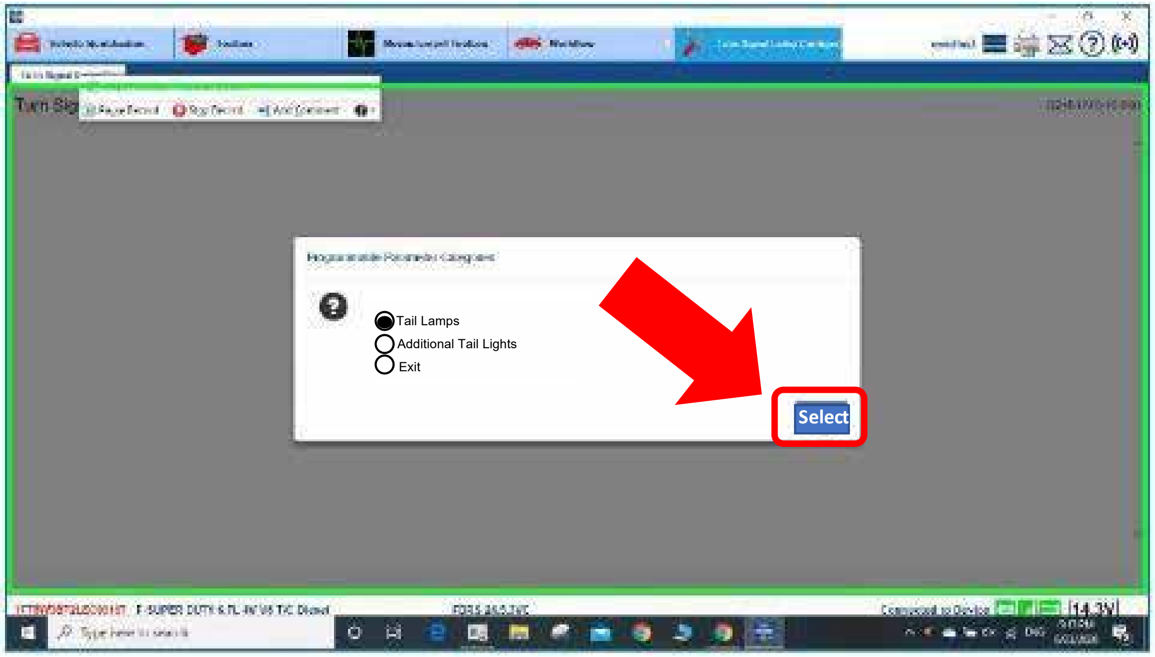
Turn Ignition to ON (Pos II),

SUPER-DUTY PICKUP & CHASSIS CAB
TAIL-LAMP AND CHMSL CIRCUITS (Cont'd)

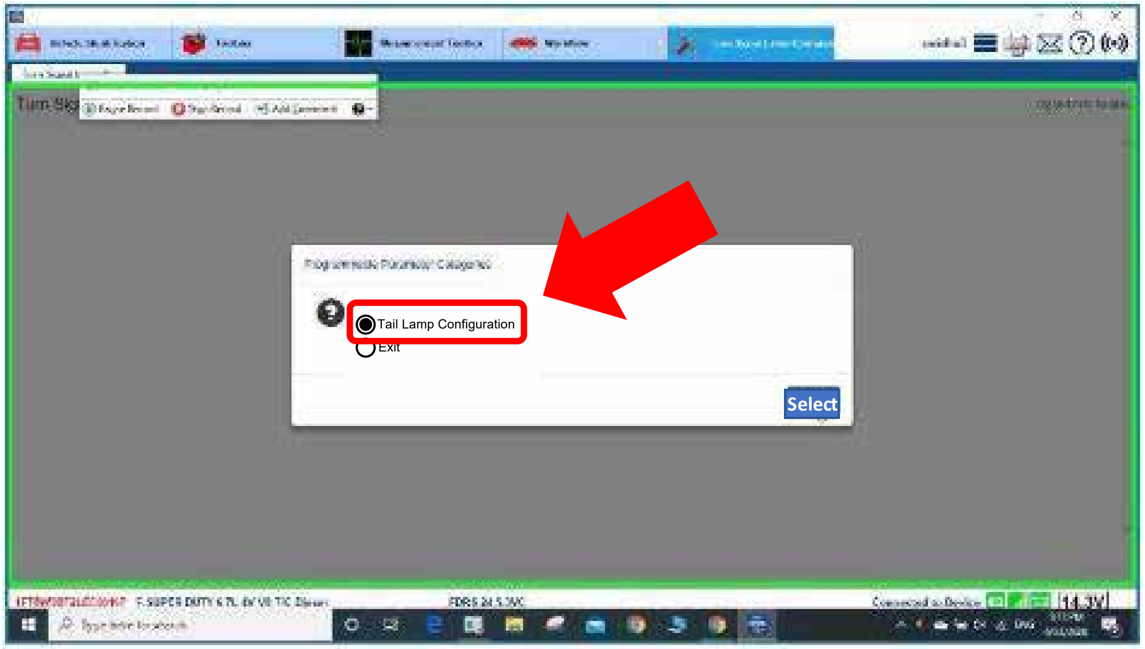
STEP 5: Select "Tail Lamps"


Programmable Parameter Categories
● Tail Lamps
○ Additional Tail Lights
○ Exit
Select
14.3V

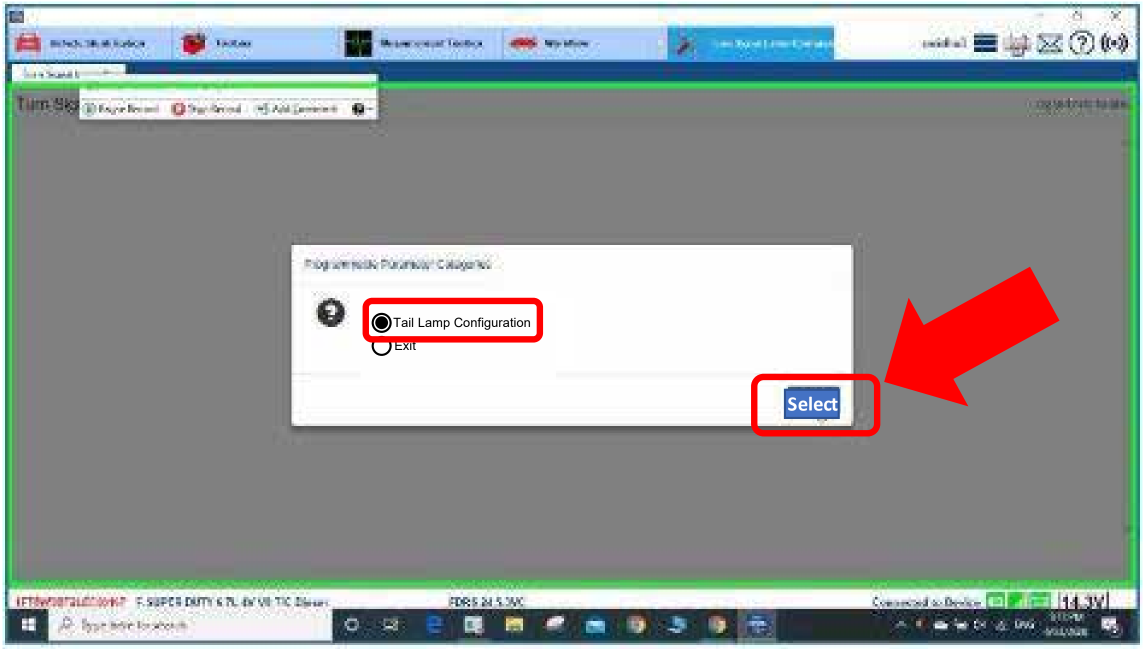
STEP 6: Click on "Select"


Programmable Parameter Categories
● Tail Lamps
○ Additional Tail Lights
○ Exit
Select
14.3V

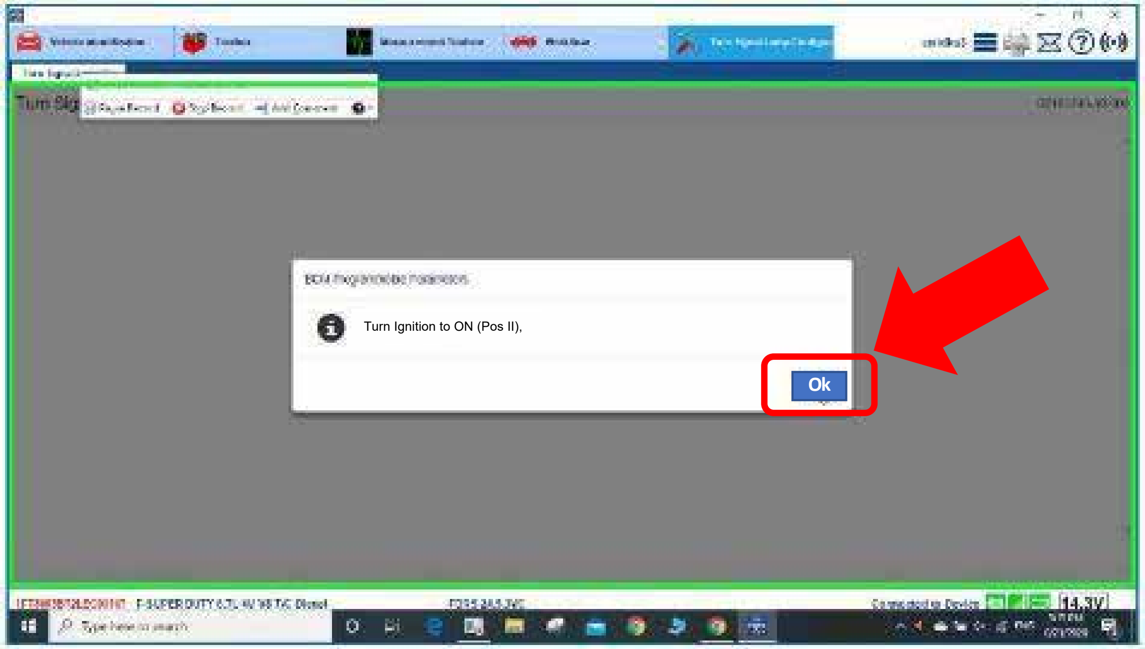
STEP 7: Select "Tail Lamp Configuration"


Programmable Parameter Categories
● Tail Lamp Configuration
○ Exit
Select
14.3V

STEP 8: Click on "Select"


Programmable Parameter Categories
● Tail Lamp Configuration
○ Exit
Select
14.3V

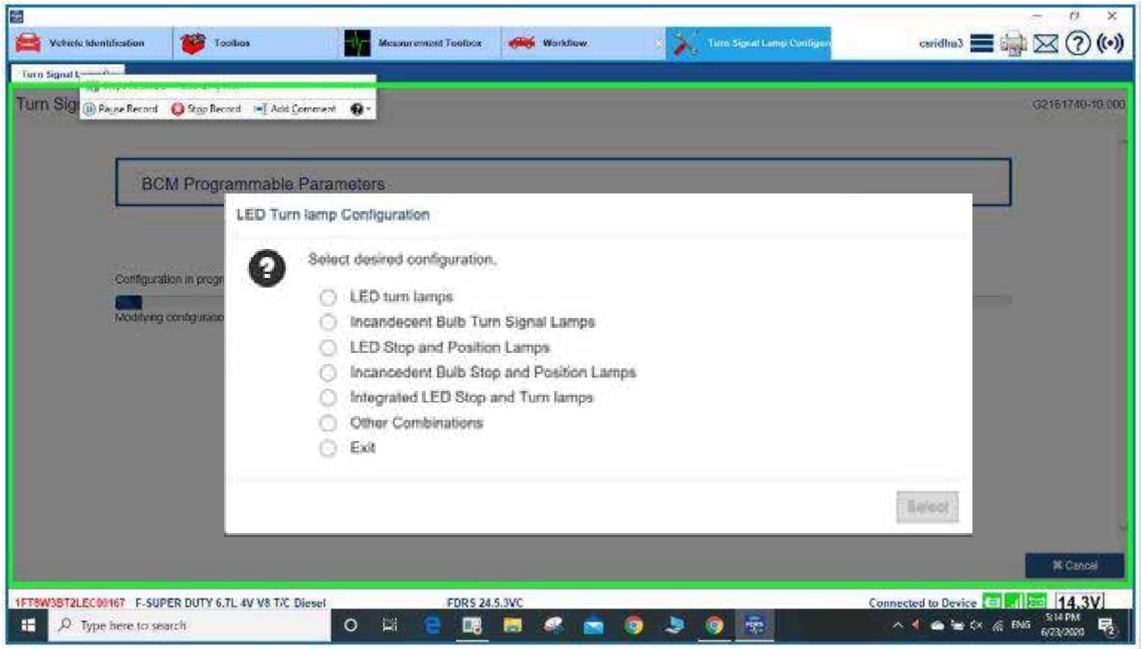
STEP 9: Turn Ignition ON (Pos II), Select "OK"



BCM Programmable Parameters

Turn Ignition to ON (Pos II),

STEP 10: Select An Option Depending On The Specific Application



BCM Programmable Parameters

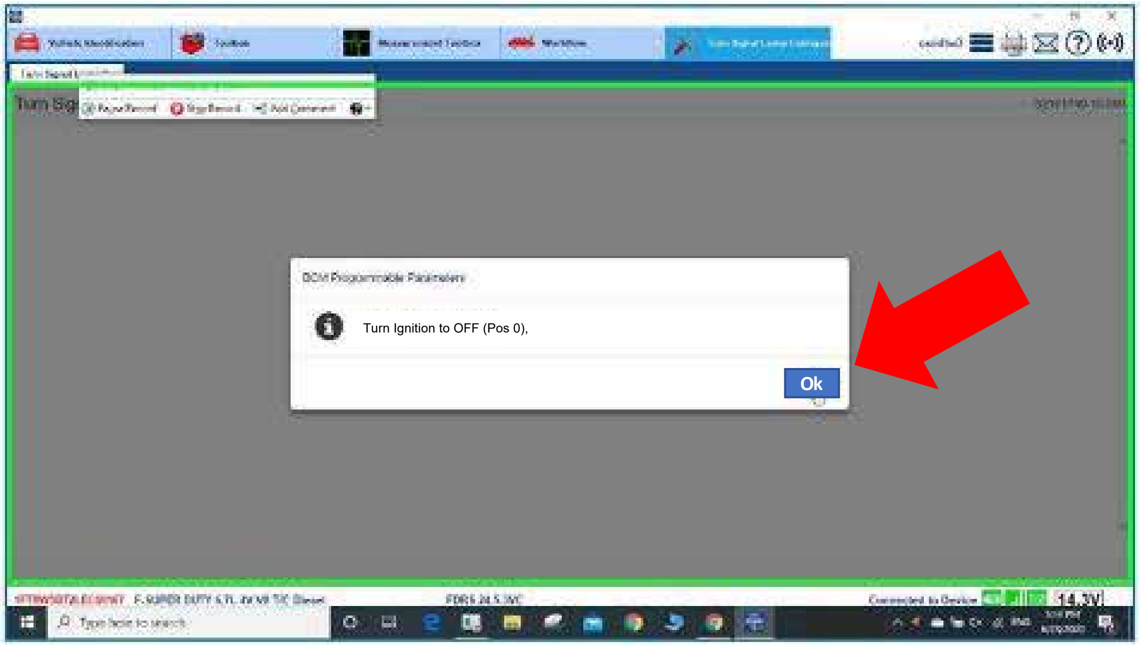
LED Turn lamp Configuration

Select desired configuration.

- ○ LED turn lamps
- ○ Incandecent Bulb Turn Signal Lamps
- ○ LED Stop and Position Lamps
- ○ Incancedent Bulb Stop and Position Lamps
- ○ Integrated LED Stop and Turn lamps
- ○ Other Combinations
- ○ Exit

Select
Cancel
1FT8W3BT2LEC00167 F-SUPER DUTY 6.7L 4V V8 T/C Diesel
FDRS 24.5.3VC
Connected to Device
14.3V

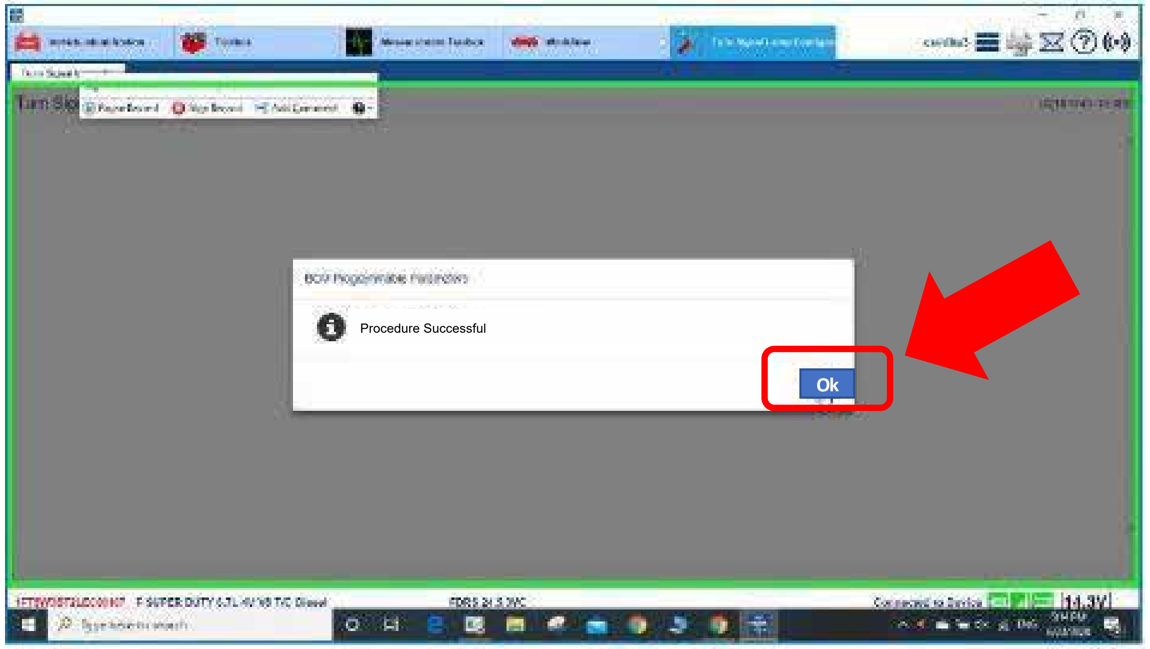
STEP 11: Turn Ignition to OFF (Pos 0), Click on "OK"



BCM Programmable Parameters

Turn Ignition to OFF (Pos 0),

STEP 12: Confirmation Procedure Successful, Click on "OK"



BCM Programmable Parameters

Procedure Successful

ALL SUPER-DUTY
TRAILER-TOW
CIRCUITS

Trucks with a Ford Trailer Brake Controller

All 2017 F-Super Duty vehicles equipped with a factory Trailer Brake Controller (TBC) utilize a Trailer Module (TRM) which initiates the trailer charging system. For trailer charging to operate, the TRM must detect a connected trailer and a brake pedal input before charging will be present at the trailer connector. Adding the trailer battery charge relay and fuse into the battery junction box are not required to operate trailer charging with a TRM.

Trucks not equipped with Ford Trailer Brake Controller

A service kit (**HC3Z-19H332-A**) is available for upfitters wishing to install the Ford Trailer Brake Controller on a vehicle that was not equipped with one from factory. The vehicle must be equipped with either Trailer Tow Package (option code 531)or Max Trailer Tow Package (option code 535) for the kit to be functional.

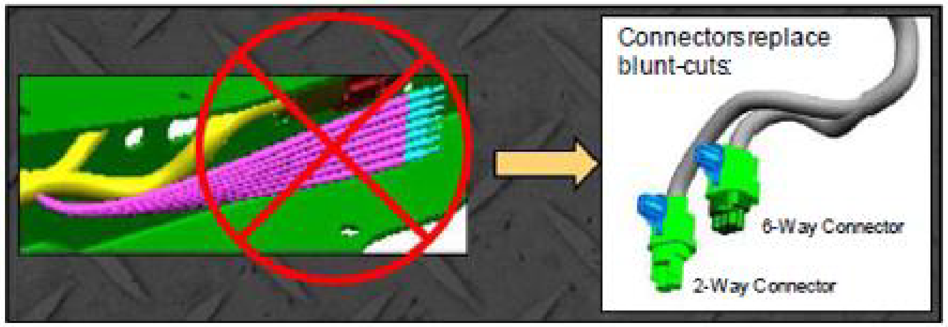
Upfitters Installing Additional Body Lighting

The trailer relays are controlled through BCM outputs. The trailer circuits have the following fuse ratings:

Reverse Lamps: 10A
Stop / turn signals: 30A (combined left and right)
Trailer Battery Charge: 30A (only available with trailer brake controller service kit installed).

Aft Harness Connectors (Chassis Cab)

All Super-Duty harness now come with standard connectors (in lieu of blunt-cut wires) on the body trailer-tow harness at the aft end of the frame.



Service Part # FU5Z-14489-A
4/7-way Trailer-tow Connector

Service Part # LC3Z-13A576-A
5-ft Jumper Harness
(Compatible with added trailer-tow connectors)

Aft Harness Mating Connectors (Chassis Cab)

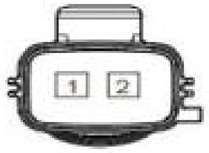
For utilization of the body harness connectors to power the lighting on an upfit body, see the mating part and pinout information below. All supplier parts are Yazaki.

2-Way Connector	Ford Part#	Yazaki Part#
Connector:	JU5T-14A624-YA	7286-9860-10
Terminal:	97BG-14421-CFA	7114-4142-02
[Wire size/type: 3.0mm^2 / 3TAE]		
Cable Seal:	97BG-10C930-LA	7158-3083

6-Way Connector	Ford Part#	Yazaki Part#
Connector:	XW4T-14A624-CAA	7282-5577-10
Terminals:	97BG-14421-BEA	7114-4151-02 (1.0 mm)
	97BG-10C930-FA	7158-3112-70 (1.0 mm)
	97BG-14421-BFA	7114-4152-02 (2.5 mm)
	97BG-10C930-GA	7158-3113-40 (2.5 mm)
	FU5T-14421-CA	7114-4153-02 (3.0 mm)
	F8ZB-14603-AA	7158-3110-40 (3.0 mm)
Cable Seal:	97BG-10C930-EA	7158-3111-60
	97BG-10C930-FA	7158-3112-70
	97BG-10C930-GA	7158-3113-40
Cavity Plug:	97BG-10C930-HA	7158-3114-90

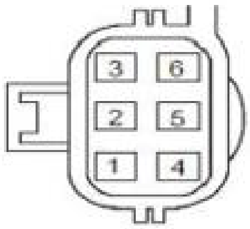
JU5T-14A624-YA (2-Way)

Chassis Cab JU5T-14A624-YA Circuit Info			
Circuit #	**Cavity #**	**Color**	**Function**
CAT19	1	BU	TRAILER BRAKE CONTROL OUT
GD477	2	BU/GY	GROUND



XW4T-14A624-CAA (6-Way)

Chassis Cab XW4T-14A624-CAA Circuit Info			
Circuit #	**Cavity #**	**Color**	**Function**
CAT06	1	YE	LH TURN/STOP
CAT11	2	BN	TAIL/PARK LAMPS
CAT03	3	GY/BN	REVERSE LAMPS
CAT09	4	GN	RH TURN/STOP
CAT14	5	OG	12V BATTERY PWR
	6		NOT USED



NOTE: Check with dealer / supplier for latest part levels.

ALL SUPER-DUTY

UNDERHOOD ELECTRICAL EQUIPMENT MOUNTING

Electrical equipment added to the engine compartment during any aftermarket installations/modifications must be positioned to prevent any B+ power from coming into contact with the underside of the hood when closed. All B+ related equipment must be placed/routed per these recommendation, adequately retained, shielded/covered, and confirmed to have clearance to the hood when closed to prevent unintended battery short-to-ground or damage to vehicle wiring (e.g. radio antenna and radio harness within the instrument panel).

Do not mount or place electrical equipment, including but not limited to connection terminals, cables, relays, fuses, and fusable links, on top of or near the primary or secondary battery in a location that has low clearance to the underside of the hood as indicated by orange rectangles in the figures that follow.

The reduced clearance to the underside of the hood for added electrical equipment on top of or near the primary or secondary battery may not be apparent when the hood is open.

If any B+ equipment is mounted in the low clearance zone as indicated by the diagram, a minimum of 15mm must be confirmed between bottom of hood and any equipment (including any B+ shielding and underhood insulation) mounted in the engine compartment when hood is fully closed. Several methods exist to confirm equipment and shielding meets minimum clearance to bottom of hood (e.g. clay test, borescope). The upfitter must ensure that any electrical equipment or shielding mounted underhood does not come into contact with the hood or hood components.

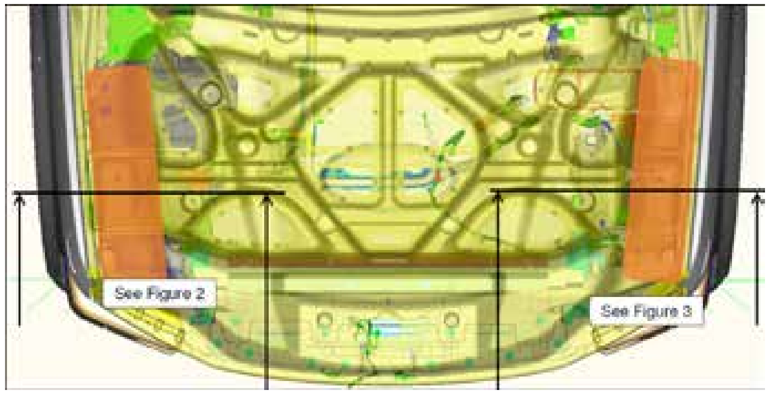
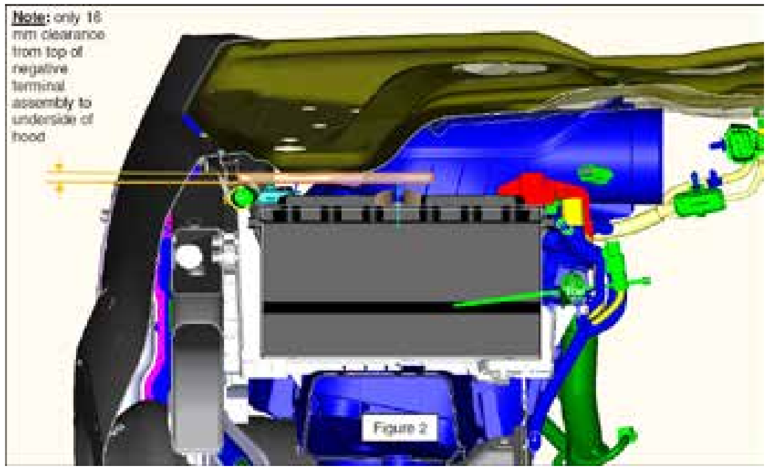
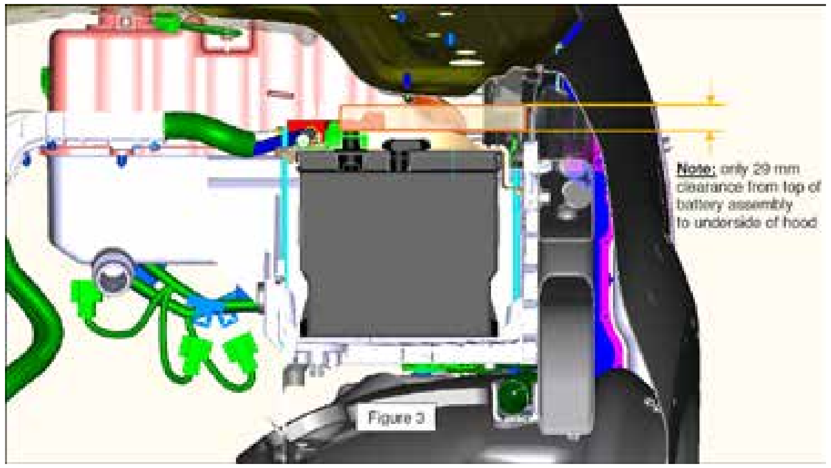


Figure 1: Underhood View
Low clearances to underside of hood are highlighted in orange.



Note: only 18 mm clearance from top of negative terminal assembly to underside of hood

Figure 2: Section View at RH Battery



Note: only 29 mm clearance from top of battery assembly to underside of hood

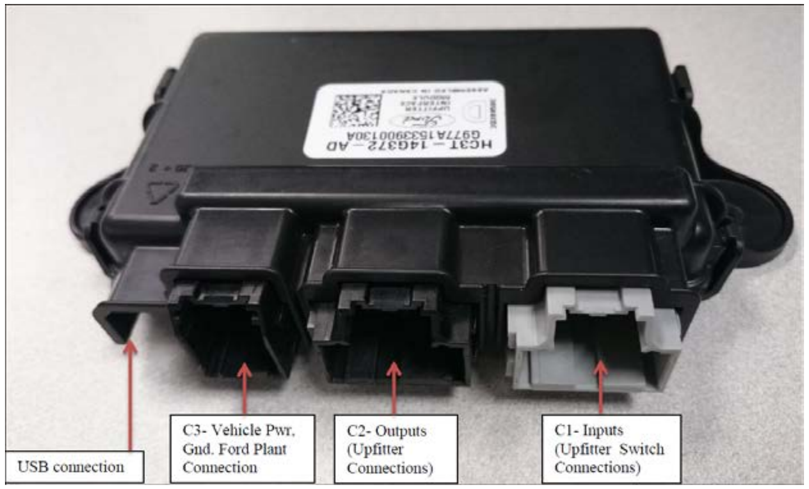
Figure 3: Section View at LH Battery

ALL SUPER-DUTY
Vehicle Integration System 1.0

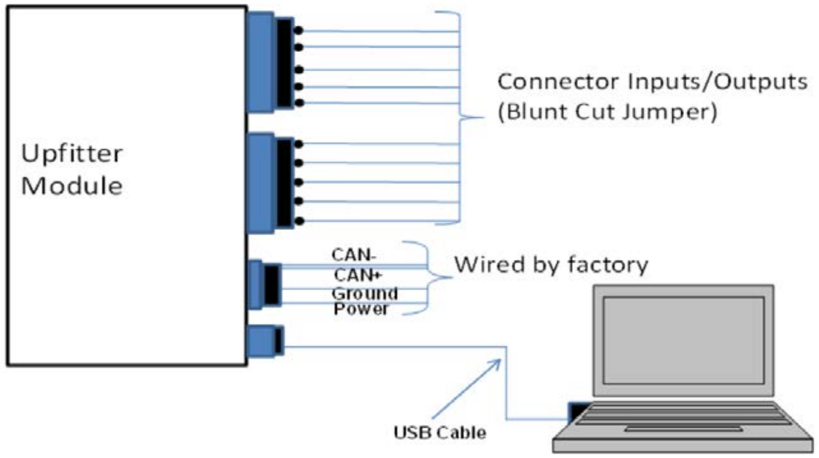
The Vehicle Integration System 1.0 is an electronic control module that provides read-access to numerous vehicle CAN messages, as well as up to 10 upfitter-wired signal inputs, for the purpose of programming output signals to control aftermarket equipment (such as lift buckets, cranes, motors, salt spreaders, snow plows, etc.). Programming software and usage manuals are available at https://www.fleet.ford.com/partsandservice/upfitter-interface/.

For more detailed info on the Vehicle Integration System 1.0,
refer to the General Body Builders Layout Book

The Vehicle Integration System 1.0 Gen1 is available on all Super-Duty Chassis Cabs and Pickups MY2017 and newer (Order Code 18A), and is located under the kick-panel trim in the front passenger (RH) footwell. If your MY2017+ Super-Duty was not originally built with the option, it can easily be retrofitted by ordering and installing the Vehicle Integration System 1.0 module and its harness. The Module and the Harness must both be ordered for retrofits. See part numbers below.

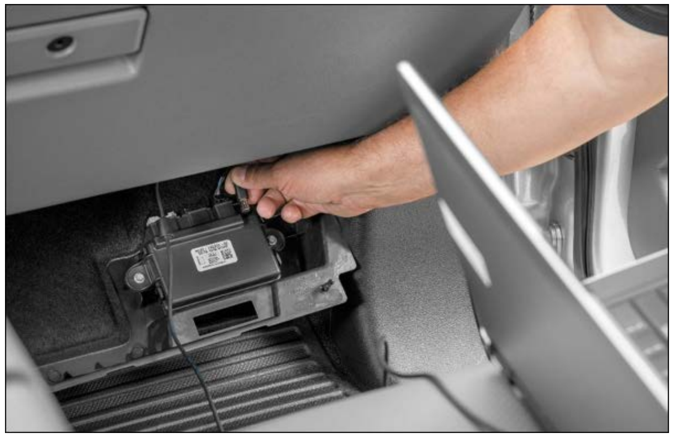

USB connection
C3- Vehicle Pwr, Gnd. Ford Plant Connection
C2- Outputs (Upfitter Connections)
C1- Inputs (Upfitter Switch Connections)

Service Part Number: HC3Z-14G372-B
Vehicle Integration System 1.0


Upfitter Module
Connector Inputs/Outputs (Blunt Cut Jumper)
CAN-
CAN+
Ground
Power
Wired by factory
USB Cable

Service Part Number: LC3Z-14A303-B
Vehicle Integration System 1.0 Harness

NOTE: Check with Ford Dealer for latest part levels.



Vehicle Integration System 1.0 Location (Super-Duty)

CHASSIS CAB
UPFITTER RELAY BOX

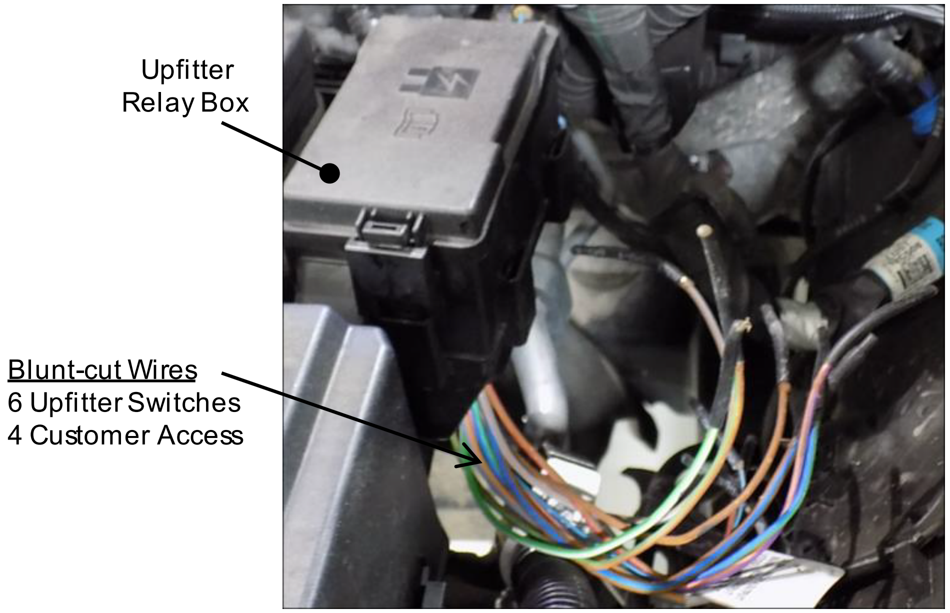
The Upfitter Relay Box, located underhood on the passenger side, contains relays that are controlled by the Upfitter Switches in the cab overhead console. See the separate section of this BBLB for more info on the Upfitter Switches.

There are six blunt-cut wires, correlating to the 6 Upfitter Switches, extending out from the bottom of the Upfitter Relay Box, which upfitters may use to route switch signals to their installed equipment as desired.

Six Upfitter Switch Blunt-cuts (located underhood below Upfitter Relay Box):

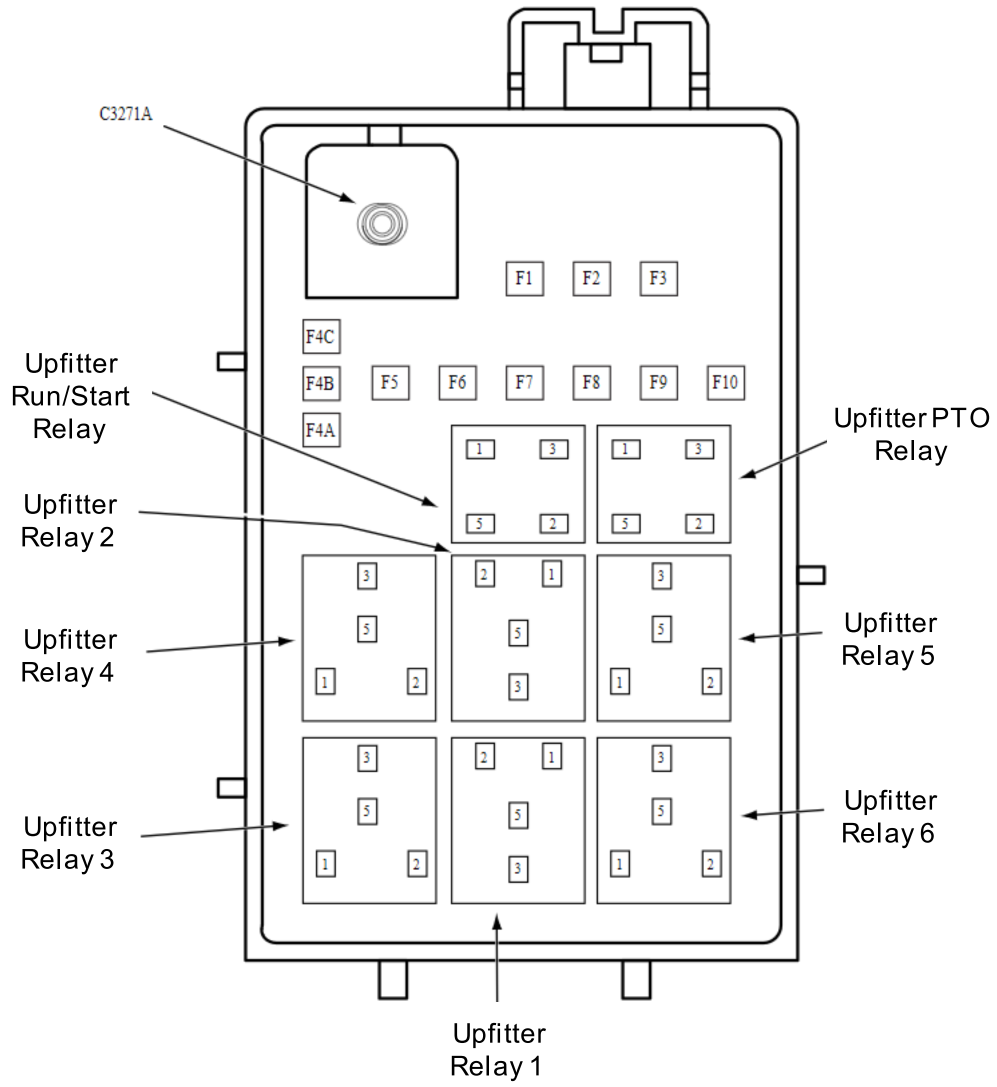
Upfitter Switch	Fuse #	Wire Color	Circuit	Rating	Configuration
Aux 1	F10	BN / GN	CB117	25A	Ignition Hot Only
Aux 2	F9	VT / OG	CB114	25A	Ignition Hot Only
Aux 3	F8	BU / BN	CB116	25A	Ignition Hot Only
Aux 4	F7	GY / BN	CB113	25A	Ignition Hot Only
Aux 5	F1	BN / BU	CB115	40A	Ignition Hot or Hot-at-all-times
Aux 6	F2	GY / OG	CB118	40A	Ignition Hot or Hot-at-all-times

In addition to the 6 Upfitter Switch blunt-cut wires described above, this harness bundle also contains 4 customer-access blunt-cut circuits. See table below.


Upfitter Relay Box
Blunt-cut Wires
6 Upfitter Switches
4 Customer Access

Engine Bay – Passenger Side

Upfitter Relay Box Illustration

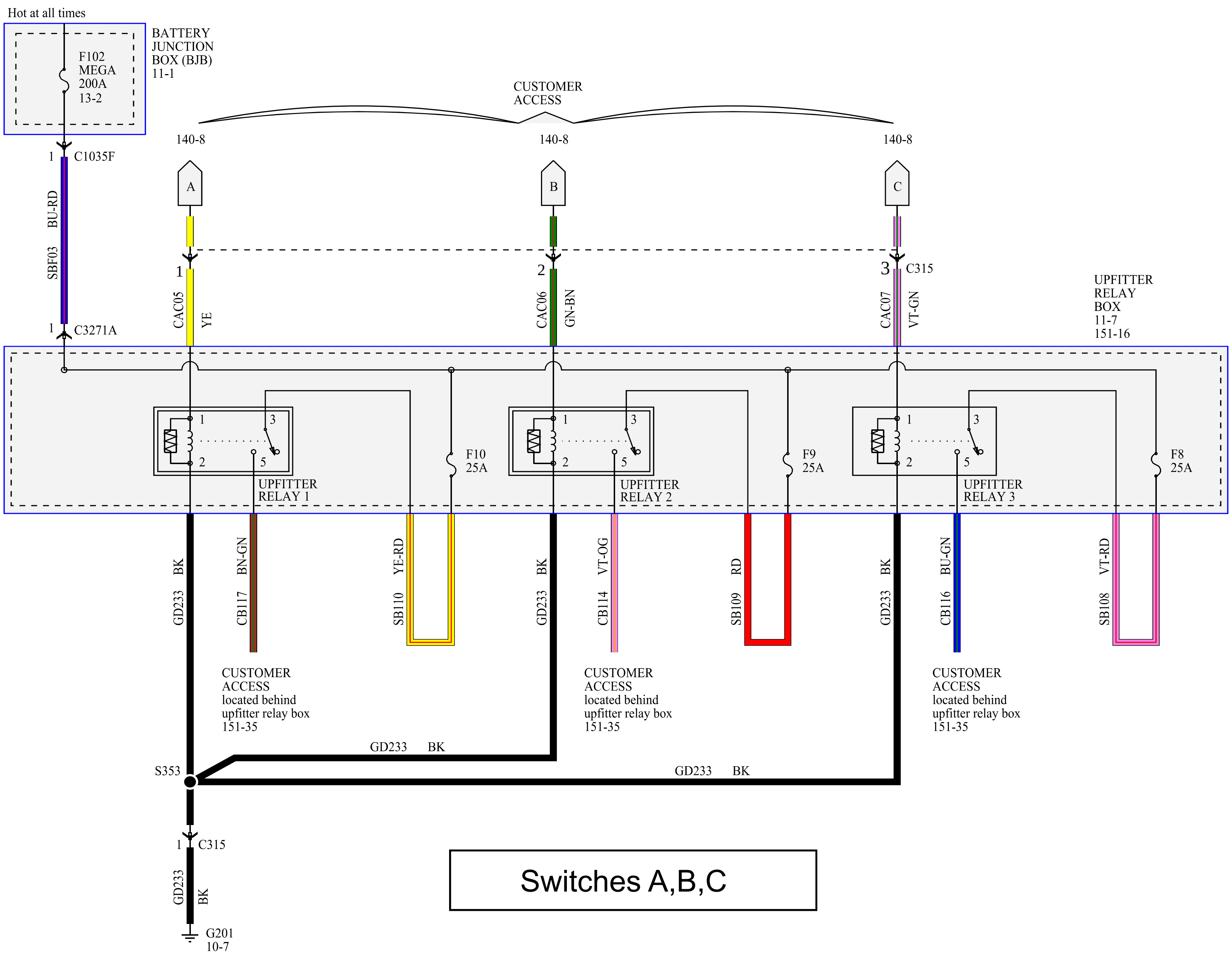

C3271A
F1
F2
F3
F4C
F4B
F5
F6
F7
F8
F9
F10
F4A
Upfitter Run/Start Relay
Upfitter PTO Relay
Upfitter Relay 2
Upfitter Relay 4
Upfitter Relay 5
Upfitter Relay 3
Upfitter Relay 6
Upfitter Relay 1

Four Customer-Access Blunt-cuts (located underhood below Upfitter Relay Box):

Description	Wire Color	Circuit	Fuse #	Rating
Run / Start Output	BN	CB111	F3	20A
PTO Relay Output	GN / WH	CB112	F5	25A
Battery Hot Output	BN / RD	SB106	F6	20A
PTO Relay Control	BU / GY	CE924	F4A or F4C	5A

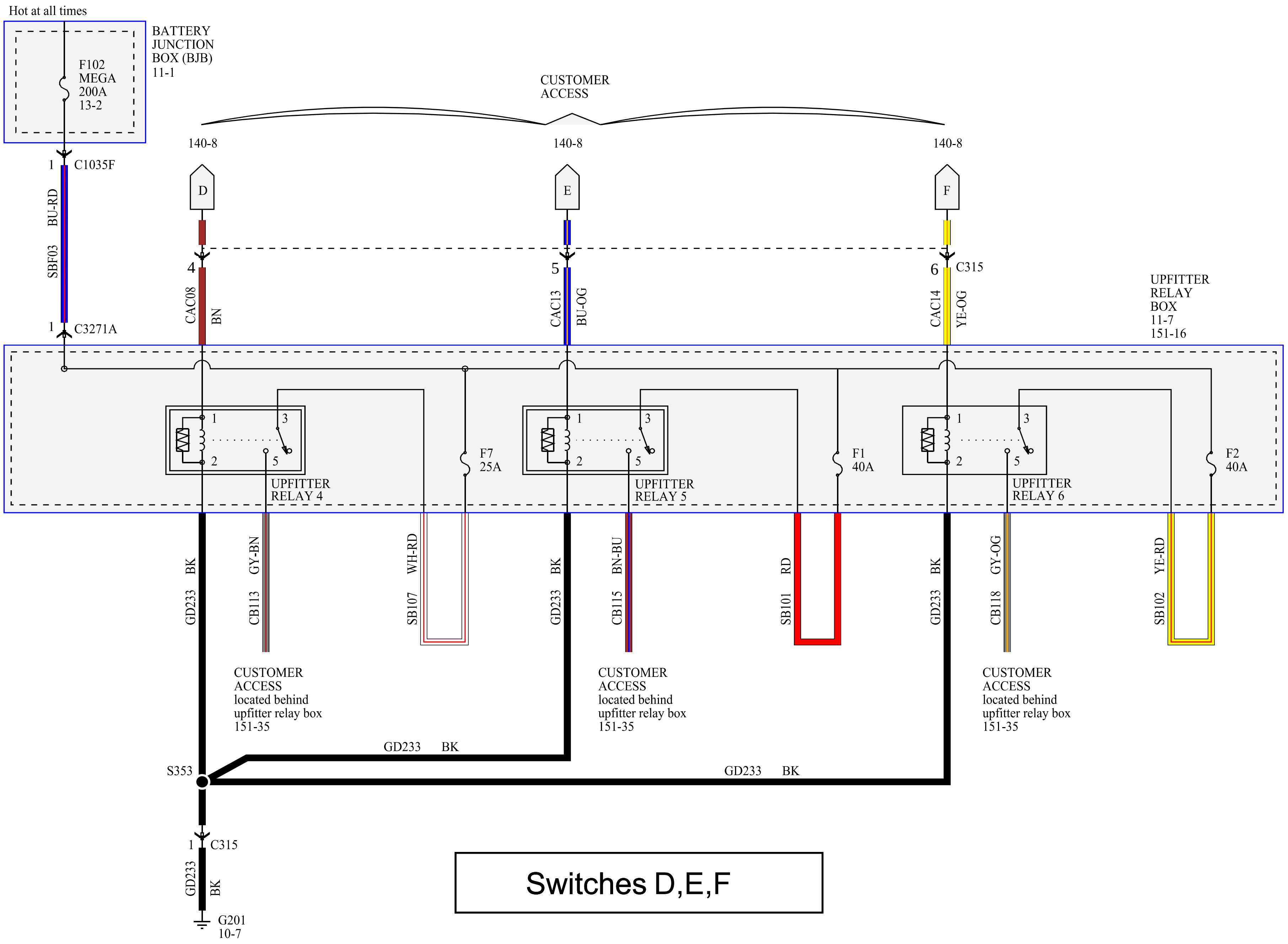
Either F4A or F4C can be installed but not both at the same time.
Upfitter Relay Box is shipped with fuse in F4A position. See schematic on a subsequent page of this BBLB.

CHASSIS CAB
UPFITTER RELAY BOX (CONT'D)


Hot at all times
F102
MEGA
200A
13-2
BATTERY
JUNCTION
BOX (BJB)
11-1
1 C1035F
BU-RD
SBF03
1 C3271A
CUSTOMER
ACCESS
140-8
A
140-8
B
140-8
C
1
CAC05
YE
2
CAC06
GN-BN
3 C315
CAC07
VT-GN
UPFITTER
RELAY
BOX
11-7
151-16
1
3
2
5
UPFITTER
RELAY 1
F10
25A
1
3
2
5
UPFITTER
RELAY 2
F9
25A
1
3
2
5
UPFITTER
RELAY 3
F8
25A
GD233 BK
CB117 BN-GN
SB110 YE-RD
GD233 BK
CB114 VT-OG
SB109 RD
GD233 BK
CB116 BU-GN
SB108 VT-RD
CUSTOMER
ACCESS
located behind
upfitter relay box
151-35
CUSTOMER
ACCESS
located behind
upfitter relay box
151-35
CUSTOMER
ACCESS
located behind
upfitter relay box
151-35
GD233 BK
S353
GD233 BK
1 C315
GD233
BK
G201
10-7

Switches A,B,C

CHASSIS CAB
UPFITTER RELAY BOX (CONT'D)

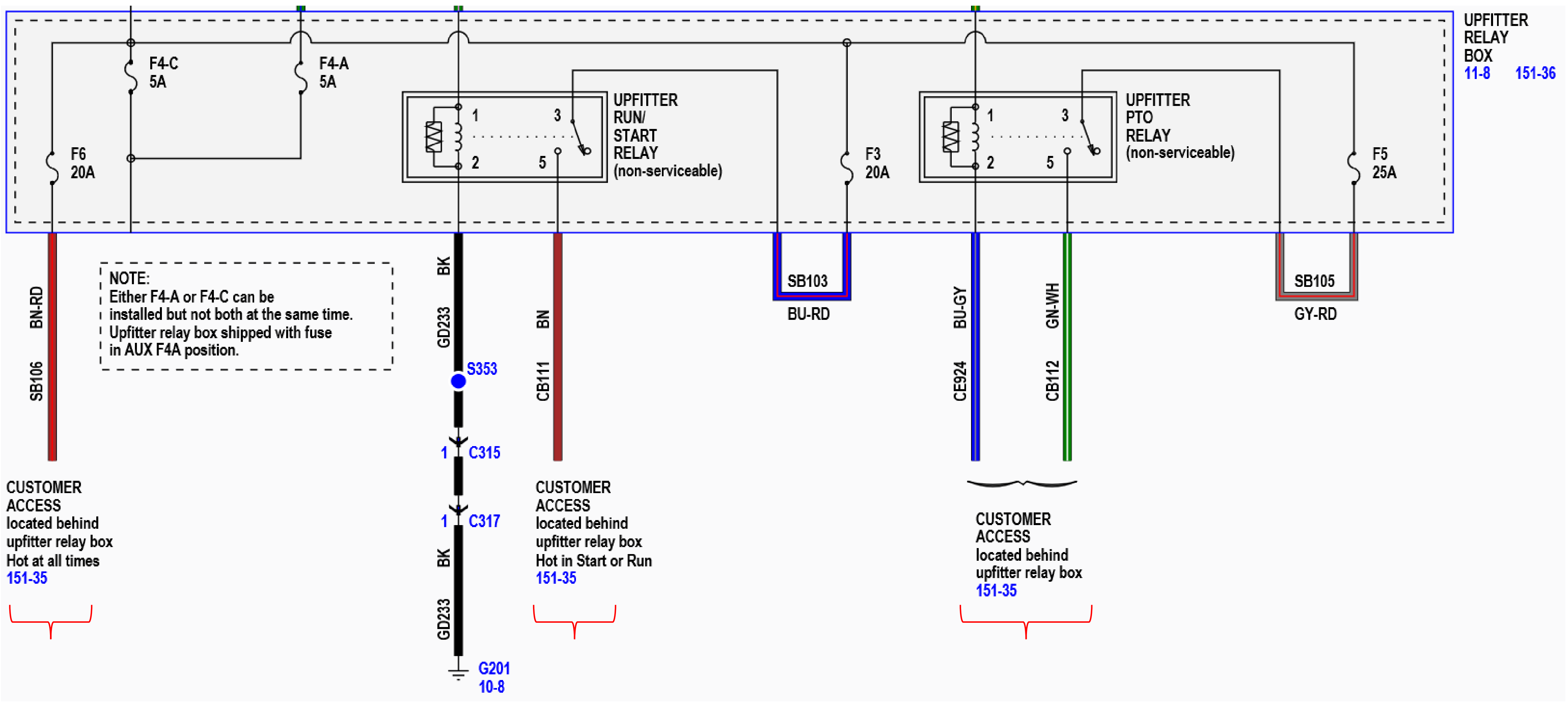

Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F102 MEGA 200A 13-2
1 C1035F
BU-RD
SBF03
1 C3271A
CUSTOMER ACCESS
140-8
140-8
140-8
D
E
F
4
5
6
C315
CAC08 BN
CAC13 BU-OG
CAC14 YE-OG
UPFITTER RELAY BOX 11-7 151-16
1
3
2
5
UPFITTER RELAY 4
F7 25A
UPFITTER RELAY 5
F1 40A
UPFITTER RELAY 6
F2 40A
GD233 BK
CB113 GY-BN
SB107 WH-RD
GD233 BK
CB115 BN-BU
SB101 RD
GD233 BK
CB118 GY-OG
SB102 YE-RD
CUSTOMER ACCESS located behind upfitter relay box 151-35
CUSTOMER ACCESS located behind upfitter relay box 151-35
CUSTOMER ACCESS located behind upfitter relay box 151-35
GD233 BK
GD233 BK
S353
1 C315
GD233 BK
G201 10-7

Switches D,E,F

UPFITTER RELAY BOX (CONT'D)

Four Customer-Access Blunt-cuts

(located underhood below Upfitter Relay Box)


UPFITTER
RELAY
BOX
11-8 151-36
F4-C
5A
F4-A
5A
F6
20A
1
3
2
5
UPFITTER
RUN/
START
RELAY
(non-serviceable)
F3
20A
1
3
2
5
UPFITTER
PTO
RELAY
(non-serviceable)
F5
25A
BN-RD
SB106
NOTE:
Either F4-A or F4-C can be
installed but not both at the same time.
Upfitter relay box shipped with fuse
in AUX F4A position.
BK
GD233
S353
1 C315
1 C317
BK
GD233
G201
10-8
BN
CB111
SB103
BU-RD
BU-GY
CE924
GN-WH
CB112
SB105
GY-RD
CUSTOMER
ACCESS
located behind
upfitter relay box
Hot at all times
151-35
CUSTOMER
ACCESS
located behind
upfitter relay box
Hot in Start or Run
151-35
CUSTOMER
ACCESS
located behind
upfitter relay box
151-35

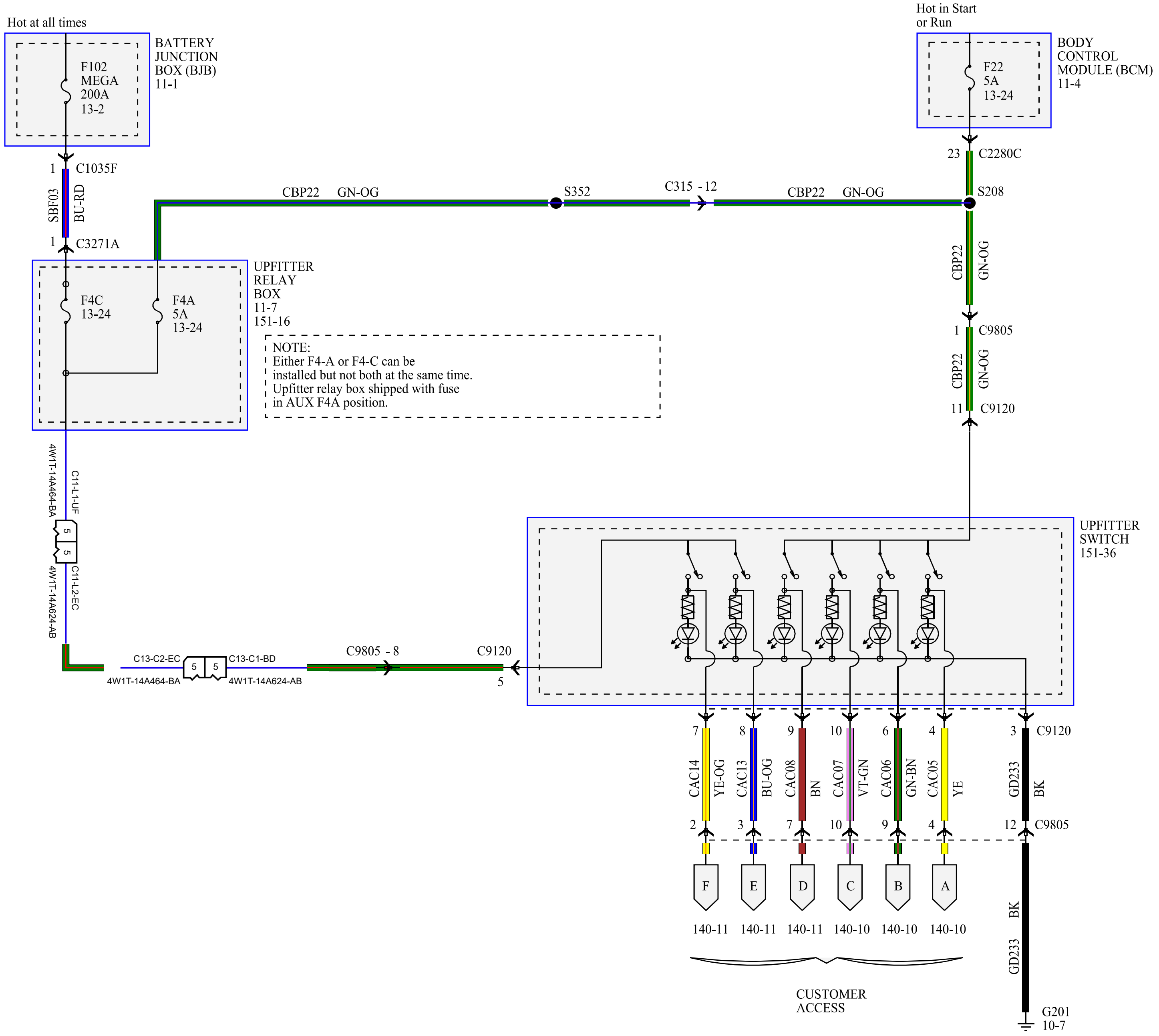
Description	Wire Color	Circuit	Fuse #	Rating
Run / Start Output	BN	CB111	F3	20A
PTO Relay Output	GN / WH	CB112	F5	25A
Battery Hot Output	BN / RD	SB106	F6	20A
PTO Relay Control	BU / GY	CE924	F4A or F4C	5A

Either F4A or F4C can be installed but not both at the same time.
Upfitter Relay Box is shipped with fuse in F4A position.

Body Builders Layout Book

ALL SUPER-DUTY
UPFITTER SWITCHES

The Ford Upfitter Switches are optional overhead console mount switches (Option Code 66S) that control under hood mounted relays (see Upfitter Relay Box section in this BBLB). All fuses are located in the Upfitter Relay Box.


Hot at all times
BATTERY JUNCTION BOX (BJB) 11-1
F102 MEGA 200A 13-2
1 C1035F
SBF03 BU-RD
1 C3271A
UPFITTER RELAY BOX 151-7 151-16
F4C 13-24
F4A 5A 13-24
4W1T-14A464-BA C11-L1-UF
5 5
4W1T-14A624-AB C11-L2-EC
C13-C2-EC 4W1T-14A464-BA
5 5
C13-C1-BD 4W1T-14A624-AB
C9805 - 8
C9120 5
CBP22 GN-OG
S352
C315 - 12
CBP22 GN-OG
Hot in Start or Run
BODY CONTROL MODULE (BCM) 11-4
F22 5A 13-24
23 C2280C
S208
CBP22 GN-OG
1 C9805
CBP22 GN-OG
11 C9120
UPFITTER SWITCH 151-36
7 8 9 10 6 4 3 C9120
CAC14 YE-OG
CAC13 BU-OG
CAC08 BN
CAC07 VT-GN
CAC06 GN-BN
CAC05 YE
GD233 BK
2 3 7 10 9 4 12 C9805
F E D C B A
140-11 140-11 140-11 140-10 140-10 140-10
CUSTOMER ACCESS
BK GD233
G201 10-7

NOTE:
Either F4-A or F4-C can be installed but not both at the same time.
Upfitter relay box shipped with fuse in AUX F4A position.

CHANGE CONTROL INDEX

LTRS	REVISIONS		
ORIGINATOR	CHECKER	ENGR APP	MATL APP
INITIAL RELEASE CHLC34-000000-BBLB-AA-01-FNA-ECN/1 RELEASED 20190924			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 1-126 FORMATTING AND HYPERLINK ADDED SHEET 121,122 - DELETED CHLC34-000000-BBLB-AA-01-FNA-ECN/4 PUBLISHED 20191022			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 113,115 CHLC34-000000-BBLB-AA-01-FNA-ECN/5 PUBLISHED 20191023			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 16,94,96,97,98,99,100,103,108,110,111,114,116, 118, 120,121,122,123,124,125,126,127,128,129,130 ADDED: SHEET 112,113,115,117,119 CHLC34-000000-BBLB-AA-01-FNA-ECN/7 PUBLISHED 20200214			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 55,57,58,67,74,107-132 REMOVED: SHEET 105,106 ADDED: SHEET 104 CHLC34-000000-BBLB-AA-01-FNA-ECN/9 PUBLISHED 20200317			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET103,107,108,113-115,121,125,128 ADDED: SHEET 122,123 CHLC34-000000-BBLB-AA-01-FNA-ECN/10 PUBLISHED 20200331			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 30,32,65,126 CHLC34-000000-BBLB-AA-01-FNA-ECN/11 PUBLISHED 20200422			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 03,43,81,82,83,84,88,103,125 CHLC34-000000-BBLB-AA-01-FNA-ECN/13 PUBLISHED 20200529			
KVINOTH4	RWAGNE43	DIACOVON	--

LTRS	REVISIONS		
ORIGINATOR	CHECKER	ENGR APP	MATL APP
REVISED: SHEET 81-85,87,89-91 CHLC34-000000-BBLB-AA-01-FNA-ECN/14 PUBLISHED 20200724			
KVINOTH4	RWAGNE43	DIACOVON	--
REVISED: SHEET 110,130-137 ADDED: SHEET 125-129 CHLC34-000000-BBLB-AA-01-FNA-ECN/15 PUBLISHED 20200922			
KVINOTH4	RWAGNE43	SLAZARZ	--